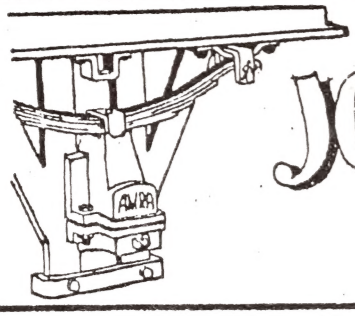


Editorial . . .

JOURNAL BOX . . .

GUEST EDITORIAL

HOW I CAME TO JOIN THE AMRA AT THE AGE OF SEVENTY—ONE!

by 'Cock Robin'

The following is reprinted from 'Branchline', the Newsletter of the West Australian Branch of AMRA, because the contents appear pertinent to the aims and ideals of the Australian Model Railway Association. It is regretted that the author desires to remain anonymous, but if he desires to reveal his identity, recognition will be forthcoming.

My mother made me a train spotter at the age of seven. She was completely unaware of it, however. She used to send me to church, but she didn't go herself. This seemed most unfair to me, so I would go to the local railway station to pass the time. I can still recall gazing with awe at the tremendous sense of latent power in those mighty driving wheels and con-rods as the loco slowly pulled out of the station. This was the Midland Railway, not noted for its memorable locos . I already knew about names such as 'Flying Scotsman' and 'Castles' by courtesy of W D & H O Wills, who used to put cards featuring 'Famous Locomotives of the World' in their cigarette packets. It was well before the days of banning such advertising and it hadn't then occurred to anybody that the practice might induce small boys to smoke - which we did anyway, but it wasn't because of the cigarette cards!

When we moved to Manchester, my train watching graduated. By walking a mile during my school lunch hour, I found a good vantage point for watching the Manchester-Sheffield express pulled by a handsome green LNER loco. Even in those early days, British trains had a good turn of speed and this one would have been doing between 60 and 70 miles an hour as it came through. By the way, this was in the heart of L & NW (later LMS) territory. Take note, modellers, I can hear you all saying "What's this bloke on about. This is supposed to be about joining AMRA, not an exercise in nostalgia!" I make no apology, nostalgia plays no small part in railway modelling, otherwise why do many model steamers when diesel is cheaper?

About this time, Meccano Ltd produced the first Hornby. To appeal to us Meccano users, the locos could be dismantled by means of Meccano nuts and bolts. They were not so easy to reassemble and the idea was soon dropped in favour of tinplate. I had hoped my parents would buy me the 'Pullman Set' which at least had a 4-4-0 loco and bore some slight resemblance to the real thing. Instead, I got the 'Goods Set'. An 0-4-0 loco (I thought these didn't exist in real life, although I've since discovered I was wrong), a goods train with only one wagon - and no brake van! Added

to this, the extra powerful mechanism would fling the whole caboodle off the rails on the totally inadequate one foot radius curves. And the rails! "Rails should be flat", I said, "not round bits of tinplate with a totally unrealistic sleeper every nine inches!" I don't really blame Hornby - they probably did their best with the manufacturing techniques available at the time. Anyway, 30 years later I bought my son one. It has now passed to my grandson - he is now 16 and refuses to part with it. It still works well. Actually I gain much satisfaction from having owned one of the first batch and seeing the marque is still going strong.

Because of this lack of realism in those early days, my attention was diverted by motor bikes, girls, marriage and a family in roughly that order, and it wasn't until an occasional visit to a model shop told me that at last equipment was available that faithfully followed prototype practice. This was followed by an annual visit to the AMRA Exhibition culminating in a letter to the Secretary which was answered by phone about two hours after I posted it! Miracle, I thought, until they explained how it came about.

Finally, a few words to those who might possibly read this and might be hesitant about joining the fold. My advice - and it's quite free - is not to wait any longer. You will save a lot of money, avoid many mistakes, and last, but not least, you will find there is no generation gap in AMRA. Seventeen or 70, the common interest overcomes all age barriers, so be seeing you!

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THE FEDERAL SCENE —

FROM THE PRESIDENT —

It would appear the vast majority of our members are shy! How often have we had an article in Journal where a member describes his layout and provides a rough drawing? From past discussions I have had with members in various States, they felt that their efforts did not come up to those appearing in the 'Glossy Magazines'.

Please do not let this deter you, as your efforts could prove to be of interest to others, as well as acting as a spur to those who are still hesitant about taking the plunge.

Keith Wilcox

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THE SECRETARY'S DESK —

In this issue, YOU, the member, are required to do several things: ONE, fill in the renewal form - PRINT IN your name, address, telephone number and POST CODE; TWO, vote on the proposed constitution changes; THREE, the new committee nominations. DO NOT PUT THEM ASIDE, FILL THEM IN NOW AND POST PROMPTLY. A FAMILY MEMBER will have to be marked on the Account of a senior as well, or else this 'kindergarten method' will become a nightmare for the Registrar. So it is up to all members to make this new system work if we are to save something on postage.

The return of the membership card is a different kettle of fish - just a coloured card is not everyone's cup of tea.

As we have to conform to a number of guidelines regarding Category B posting, it looks as though the most econom-

ical way of sending out Information Sheets printed on A4 paper, will be to print Journal on A4, the lot to be side stapled. It will not be difficult to open up the staples and remove the sheets and file in a ring binder. This will be an easier way than folding the A4 sheets in the centre of the present size of Journal. But more about this later.

I spent my working life with a firm which dealt in communications and reading Rick Richardson's article in Journal 154 reminded me of a meeting at work some years ago when our chief engineer told us 'We deal in communications, but do not communicate amongst ourselves enough'. I think that must be one of the problems in the world today - lack of communication between people.

There are those who cannot stop talking, and often when analysed, the result is mainly hot air, and then there are the opposite type who could say a lot of interesting things, but do not have the capacity to do so, or are so busy doing things that they have no time to put it to paper.

When one sees the vast number of books produced each year, just of model railways alone, one wonders whether there can be any more left to say, but because methods and techniques are constantly changing, there is always something new to read.

May be some of our members get awed by all they read and are hesitant to put any of their ideas onto paper - an idea that perhaps could be the solution of someone else's problem. Give the matter some thought.

Norm Read

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NOTES FROM THE MANAGING EDITOR

Just as well I didn't promise Journal wouldn't be late again - it was!! "Murphy's Law" got into the act again, and I was sick at the wrong time which didn't help things!

As regards the 'Questionnaires', the return is still poor; less than 20% overall. Surely the other 80% have some opinions?

To those who have replied, I express my thanks and ask them to accept this as acknowledgement, particularly those people who have included 'personal' comments - I can't answer them all individually.

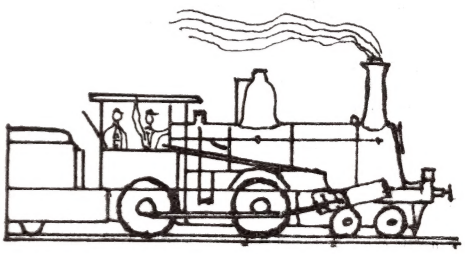
To those who have NOT replied, there is still time! So, PLEASE - FILL IN THE FORM AND SEND IT BACK.

I hope the response to the inclusion in this issue will be better, or we will have wasted a lot of time and effort, left the Federal Committee 'in the dark' again and given the Federal Registrar a lot more work.

A lot of time and effort is being expended by a few, and this is not begrudged if the results justify the effort, but the membership generally MUST do its part.

Gordon Duncan

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AMRA MERITORIOUS AWARDS

Bob Gorrell	65	Dot Treseder	78
Ivor Bunker	67	Tony Gray	78
Alan Dowel	69	Jim Christie	78
Stephen Suggit	69	Jack Parker	78
Rex Little	70	Rup Ackland	78
Norm Read	70	Bill Moorehouse	79
Jack Treseder	70	George Bray	79
Mal Baker	71	Arthur Hayes	79
Glyn Shepherd	71	Simon Mead	79
John Sneddon	72	John Harry	80
John Dunn	72	Harold Warren	80
Graham Larmour	72	Cec Wall	80
Ken Down	73	Jack Eagles	80
David Ellis	73	Ted Thoday	81
Arthur Robinson	74	Audrey Cornish	81
Bruce Lovett	74	Ray Brownbill	81
Eric Doherty	76	Bob Edwards	82
June Larmour	76	Graham Watson	82
Fyfe Thorpe	77	Steve Malone	83
Eric Lyon	77	Alan Porter	83
John Skilton	77	Stuart Westerman	83
Keith Robinson	77	Bob Wardrop	83

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HON LIFE MEMBERS

Rick Richardson	1955
Tim Dunlop	1956
Mayer Levy	1957
Alan Wilson	1961
Arthur Harrold	1961
Margaret Dunlop	1962
Jack Treseder	1965
Cedric Rolfe	1970
Faith Dean	1972
Ernie Dean	1972
Norm Read	1973
Rex Little	1974
Maurie McKinnon	1976
June Dune	1978
Stuart Westerman	1980
Bob Gorrell	1981
Mal Baker	1983

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BOOK REVIEWS

by Ted Thoday

Reprinted from 'Branchline'

'Signalling Days'
by Harold Gasson
Published by Oxford Publishing Company Ltd
ISBN 0 86093 118 8 Price 3.95

This is the fourth, and final book, in a series of reminiscences by a Great Western Railwayman. Harold Gasson was originally on the footplate. This book tells the story of his application for a signalman's position, and having been accepted and passed for signalman, his experiences in 'pulling levers'. Amusing, tragic, damned hard work, long hours, he gets the 'feel' across in no uncertain way. The area where he worked was part of my home ground in years gone by, and so there was also a considerable nostalgia in the book with so many familiar names and places. If you think a 35-hour week is hard work, read this book, and see the dedication which men such as Harold Gasson put into their career.

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'Great Western Road Vehicles Appendix'
by Philip Kelley
Published by Oxford Publishing Company Ltd
SBN 86093 125 0 Price 8.95

This is companion volume to the same authors 'Road Vehicles of the Great Western Railway'. There are photographs, drawings and descriptions of road vehicles from the early horse drawn wagons through to the types of vehicle in use in 1947 when the GWR ceased to exist. This is a fascinating book. I found of particular interest the descriptions of the building of some of these early vehicles, and the manner of operating them. Some of the old advertising posters used in conjunction with the road fleet are also illustrated. Up to the usual standard one has come to expect from this Company.

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'The Wantage Tramway'
by Nicholas de Courtais
Published by Wild Swan Publications Ltd
ISBN 0 906867 06 1 Price 3.30

Your reviewer just had to have this book - pure nostalgia, having lived in Wantage for some time, and not far away for several more years. Alas, the tramway no longer exists, it having passed on about 1945. However, some of the structures still stood, and still do today, and the trackbed could be seen alongside the road from Wantage Road Station to the town. This was a standard gauge railway linking the GWR London to Swindon mainline, at Wantage Road, with the town some two miles away. The book tells the story in words and pictures, and is worth buying just for the detail shown in some of the older pictures, particularly the clothing styles and other vehicles which appear.

*** ***

'Great Western Freight Wagons and Loads'
by J H Russell
Published by Oxford Publishing Company Ltd
SBN 86093 1552 Price 11.90

If you model the Great Western and you do not have this book, your reviewer can almost guarantee that your wagons will be wrongly loaded, sheeted and lashed! This book tends to concentrate on the specialised wagons, although there's still a good number of ordinary ones as well. Most of the photographs are of large size showing a wealth of detail, with a descriptive caption adjacent. Another of the OPC 'text books'. No GWR modeller should be without this volume, and its earlier companions.

*** ***

'Modelling the GWR
by Chris Ellis
Published by Ian Allan Ltd
ISBN 0 7110 1244 X Price 2.50

A delightful 'book' produced to the same size format as 'Model Railway Constructor' magazine. It contains a wealth of information, both prototype and model, plus a list of books on the Great Western, preserved locomotives, rolling stock, etc, and where to see them, and a list of major suppliers of GWR models covering most of the modeller's needs. A good proportion of the photographs had not been seen previously by your reviewer - the book is worth its price just for these alone. A must for every GWR modeller's bookshelf.

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by Gordon Duncan

THE HENLEY-ON-THAMES BRANCH

by Paul Karau

Published by Wild Swan Publications Ltd

For followers of the British prototype, this book, the history of the Henley-on-Thames Branch of the GWR, from the first proposals in 1847 to the last steam train in 1963, is well worth a place on the bookshelf.

Hard-covered, with an attractive dustjacket, the book measures 11" x 8½" or 280 x 215 mm, has 176 pages, printed on heavy, glossy paper, with 236 black and white photographs, plus two on the dustjacket, one full page colour photograph and some 88 line drawings.

The text is eminently readable and the photographs and line drawings provide a wealth of information for the scratchbuilder.

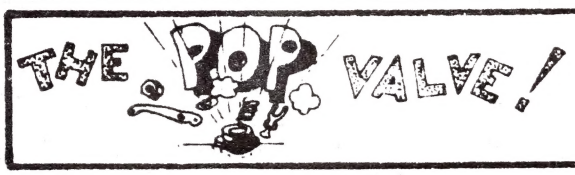
Book was made available for review by -

Trainworld Pty Ltd
624 Hawthorn Road
EAST BRIGHTON Vic 3186

who advise that, at the time of writing, they have copies available at $29.50, ex shop, and that they intend to import further Wild Swan Publications as they become available.

Trainworld also advise that they have copies of 'Building Model Railways' by Cyril Freezer, reviewed in Journal 152, at a cost of $12.40, ex shop.

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FROM THE MAILBOX

Managing Editor
AMRA Journal
Dear Gordon

I wish to correct a statement made by Ted Thoday in 'Book Review' (Page 73, Journal 153), relative to the publication 'FLEXICHAS' by Mike Sharman.

Mr Thoday states that this publication is not available in Australia as far as he can find out - IT IS! It is available from my shop, 'Hobbycraft' of Kew, Victoria, at a cost of $4.25, plus postage, as is the second edition of Mike Sharman's book 'Wheel Specifications For The Modeller', priced at $5.25, plus postage.

It is also pointed out that both books are published by Mike Sharman - NOT the Oxford Publishing Co.

While writing, I should also like to comment on a letter written by Ted Thoday to the British Model Press towards the end of 1982, in which he refers to the limited availability of British prototype equipment and accessories, for which Fybren Models is the Australian agent.

During a visit to West Australia some two years ago, I arranged for our Fybren Models price lists and newsletters to be available, via Alan Porter, and this has resulted in numerous requests for information and supplies - but never one from Mr Thoday! As President of the West Australian Branch of the AMRA, surely he should read items on the Club Notice Board!

Referring to his comment that the Perth model shops carry little or nothing, he may be interested to know that I was told by the proprietors of these hobby shops of the frustrations of carrying stocks of the British lines, only to find that modellers send overseas for their requirements and then come into the shops and boast of how they saved a few cents - even though they have have had to wait weeks - on something that was on the hobby shop shelves.

Perhaps if Ted Thoday and others in the West were to give more support to their local suppliers, there would be an all-round benefit - but some people appear to delight in being both rude and ignorant in front of others, just to humiliate the shopkeeper!

N Fyfe Thorpe

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The Editor
AMRA Journal
Dear Rex

Reading Journal No 154 brought back old memories. On page 104 is E30, the first locomotive I designed, and I now read to be retired like myself. This loco had a few firsts that I know of. The final drive was on the trailing axle to save the cost of a jack shaft and side rods, and worked successfully. At one time on the MR, the loco was sent out to rescue a steam loco with coaches - what a sight it must have made towing the engine and train home to Midland.

On page 111 is a drawing of the 70 class. The drawing is very old, and only 7001 was built to this arrangement. The loco was heavy on the short hood end, and I rearranged the layout to improve the weight distribution by moving the fuel tank from the short hood to long end in place of the air reservoirs. The air reservoirs were positioned above the wheels below the walkway. There was nothing in the short hood. The drawing is also a bit vague around the brake cylinder, with a piece of string to the vertical lever on the rigging.

Regards
Stan Dick

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The Editor
AMRA Journal
Dear Rex

I was delighted with the May/June issue of Journal, not the less because the format vaguely resembles that of the old duplicated copies, for which I have a special affection. The photographs especially came out very well - equal to anything I've seen. The boys down there are certainly mastering their art! All we need now are some meaty articles on railway matters, model or prototype, such as we used to get in the 50s and 60s, but which seem to have fallen off sadly of late.

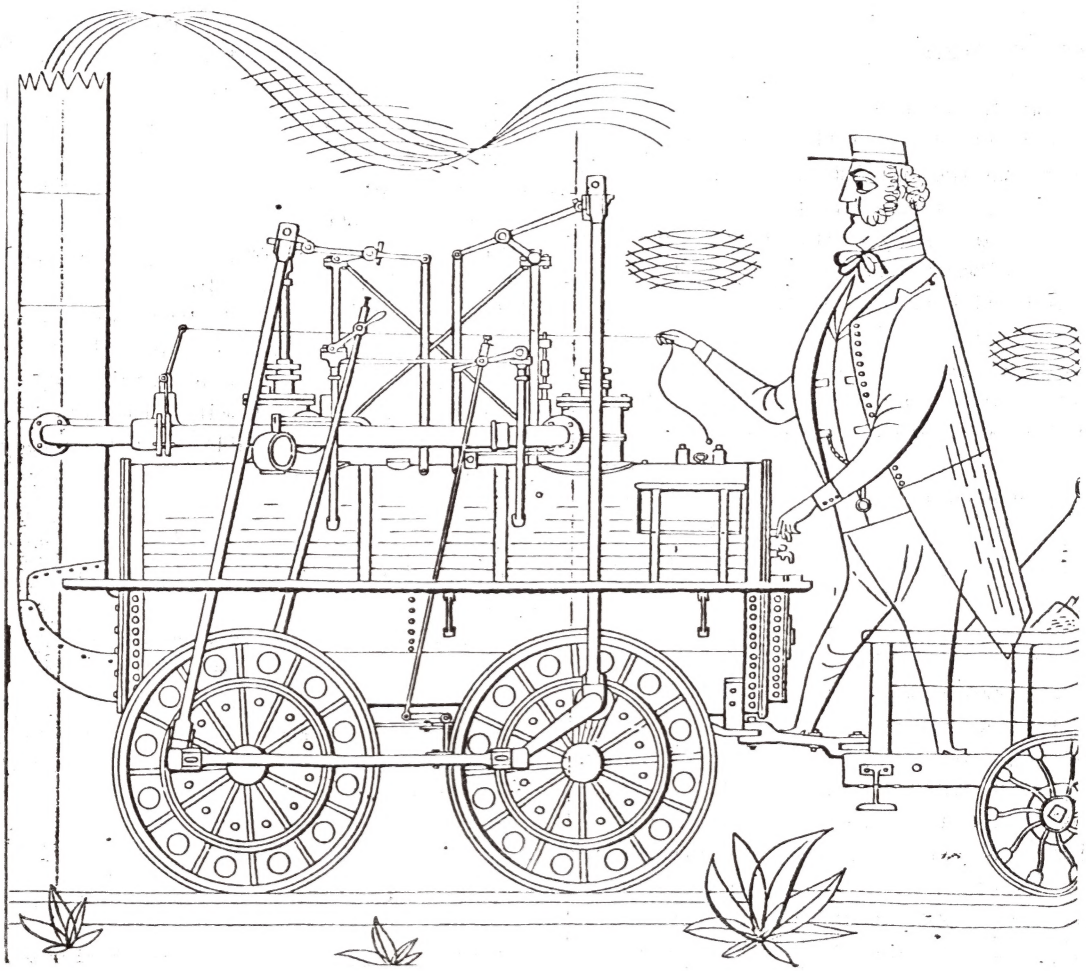
I am at a loss to know what the fellows in the West are whinging about. The $10 subscription is a paltry sum nowadays, which most chaps would earn in a couple of hours. In my young days it would have needed a week's hard work.

In conclusion, as a country member entirely dependent on the Old Age Pension, I am thoroughly satisfied with what I get from AMRA.

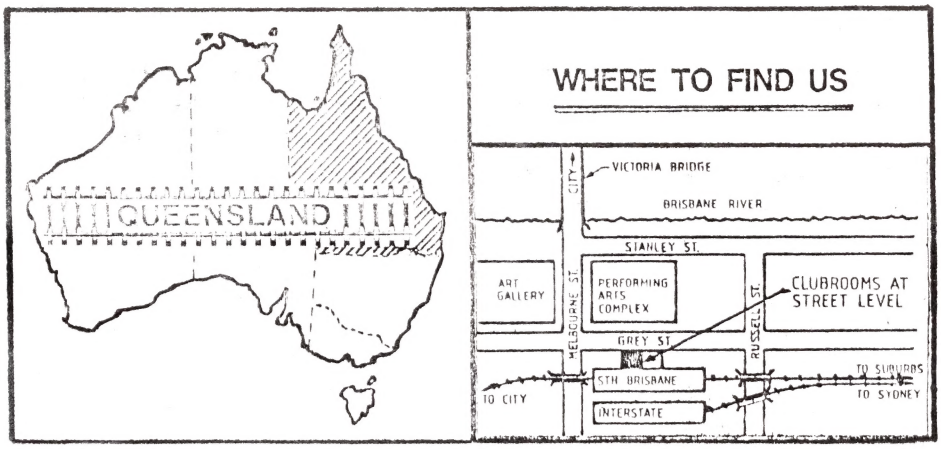
Yours sincerely
Jack Makin

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When steam was a dream



STATE NEWS



BRANCH NEWS

PRESIDENT'S MESSAGE

Congratulations to all who took part in the recent exhibition. The large crowds attending and the smiles and words of congratulations were reward to all. My special thanks go to our ladies for their fine effort in the canteen once again, and to all those members who performed the not so popular (with members that is) tasks, scenery, trees, buildings, information, shunting and Valhalla. These were enjoyed by the crowd and helped to make the exhibition worthwhile.

By derivation, an exhibition is -

EX as in exhausting or extremely rewarding

HI saying hello to 15 000 people

BI buying things you don't really need

TI tea, coffee, pies, hot dogs and all the rest

ON on again next year - see you there

Back in the Clubrooms, work is on again at a furious pace. Don't miss too many meetings or you will need a guide to show you around. Members are present most Thursday nights and Saturday afternoons, so there is plenty to do.

Cec Wall

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FROM THE SECRETARY

To Steve Suggit I offer an apology for spelling his name wrong over the Switching Layout - I'm sorry Steve, but that's the price of fame.

I'm sure all those who took part will agree the exhibition was an outstanding success, although the number of paid admissions was slightly down on last year; the number of free family passes and RNA badges was way up. I think all those who gave their time at the exhibition will agree the numbers were way up on last year. We have booked the hall again for next year, and already we've had many enquiries from new people wishing to take part in the next exhibition.

It was good to see the number of country members at the show - Col Walsh from Cairns, Ken Edge-Williams from Biloela, John Lebansft from Bundaberg to name a few. From down south, Norm

Read made his annual pilgrimage to Queensland, while Bruce Norton (NSW Branch Secretary) thoroughly enjoyed himself operating the Club exhibition layout. From Victoria, Geoff Bowring put in an appearance. Also a guy from Darwin flew in for a day, 'just to see the show!'.

Now back at the Clubrooms, things are getting back to normal; work has started again on the Club layout. Track laying and scenery is coming on nicely. Soon modellers in all these scales will be catered for - On2, Sn3½, HO, OO, HOn3½, HOn3, HOn2½, TT, TTn3½ and N. Cec and Jess are working on the Mark II version of the master control panel. I think a straight jacket would be a good accessory for the panel operator after an evening's operation.

In closing, I would like to welcome our new members - Theodore Delaware, Alan and Elaine Bell, Gary Walsh, Kev Nixon and his wife, Ron Seymour, Glen and Jill Wright, S H Berry, D R and D S Graham, H D Searl, C Rough and R S C Seymour. We wish them a long and happy association with us.

Bob Mawson

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EXHIBITION NOTES

As you can see in the previous reports, the 1983 Branch Exhibition was a great success. The free publicity via the community media reports worked well, with our President and Vice President appearing in various newspapers with their models. The weather over the weekend was 'heavy rain' which may have helped in the high attendances, but caused problems with layout transportation. At crowded times, the hall was rather warm compared to outside, and the large drops of condensation falling from the iron roof could derail an N gauge wagon. The coverage of scales and prototypes this year was extensive - the best so far. On the Saturday, three TV news teams visited the show and greatly assisted in 'bringing them in'.

The canteen proved to be the most popular stand once again, and a record amount of food was sold. Thank you very much to all ladies who helped at this most profitable part of the show.

As usual, some traders were throwing things out at unbelieveable prices; for instance, Lima N scale BR passenger cars for $1.

The raffle was also a success again this year; thanks to Lionel Keen and Lima Australia who donated the prizes.

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CLUBROOM NOTES

The July Monthly Meeting (28 July 1983 at 7.30 pm) will be a Show and Tell night. Members are to bring something to Show and Tell - 20 slides, short movie, newest model or book, etc.

The main meetings are on 2nd and 4th Thursday evenings, while the main track day is on the 3rd Saturday afternoon.

Charlie Dearling has been on holidays down south and he brought back a box full of goodies for the Branch; these included - plans, brochures, leaflets, timetables, catalogues not available up here. Check out in the Library or on the notice board.

The May Monthly Meeting received good attendance from members and visitors, and those who could not come missed out on a great night. David Mewes gave an illustrated talk on Moreton Mill cane trains which was really interesting, even to those who had no interest in two foot gauge before. It was amazing to see the great amount of fascinating history come out of such a small railway system. Thanks again, Dave.

The new QR Rollingstock book is now available to members. At long last the QR has agreed to sell a 'For Use of Officials Only' type book to interested people. The 313 page book details all locos and rolling stock in present use on revenue traffic. Plans are included for most items in a scale to suit to page size. The book is the same size as a working timetable and costs $8. The Branch has some for sale, but the

main sales agent is -

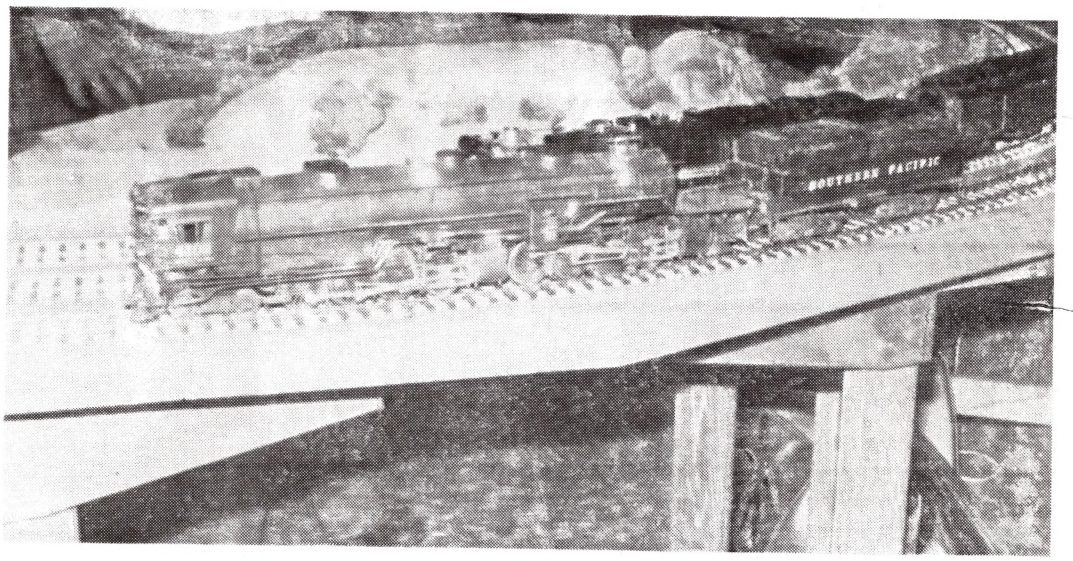
ARHS
Queensland Division
GPO Box 682
BRISBANE Qld 4001

The QR T shirts seen at the Branch Exhibition are not too bad at all. The print of a 1550 class in a 3/4 view is available in two sizes - full and pocket print on a variety of garments. See the AMRM ad or write for details to -

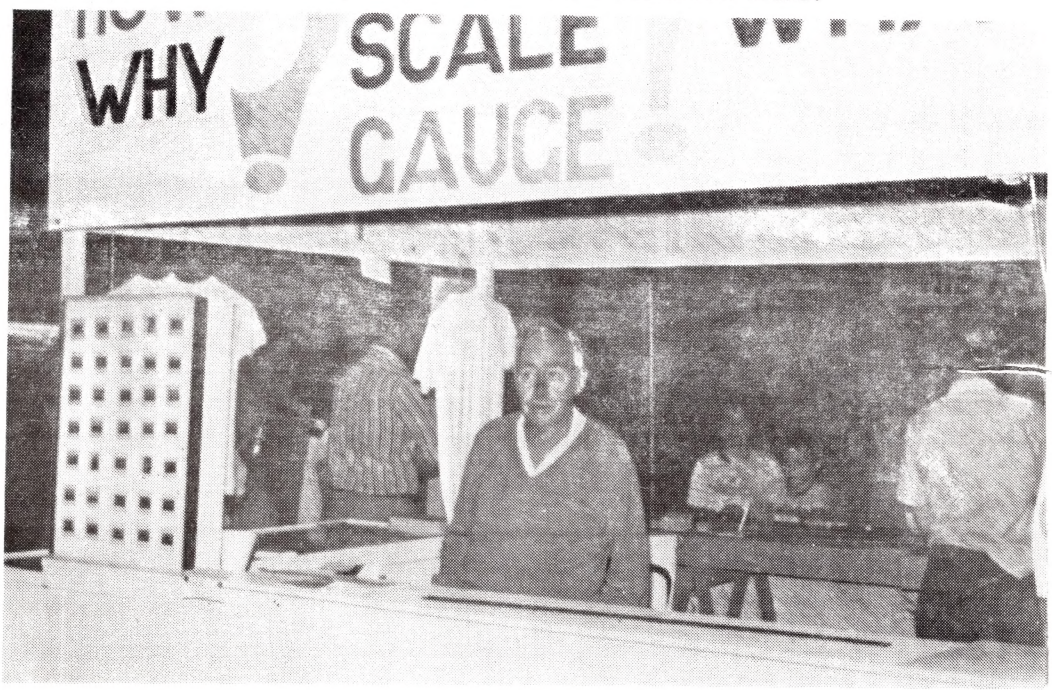
Red Heart Souvenirs
PO Box 1013
ALICE SPRINGS NT 5750

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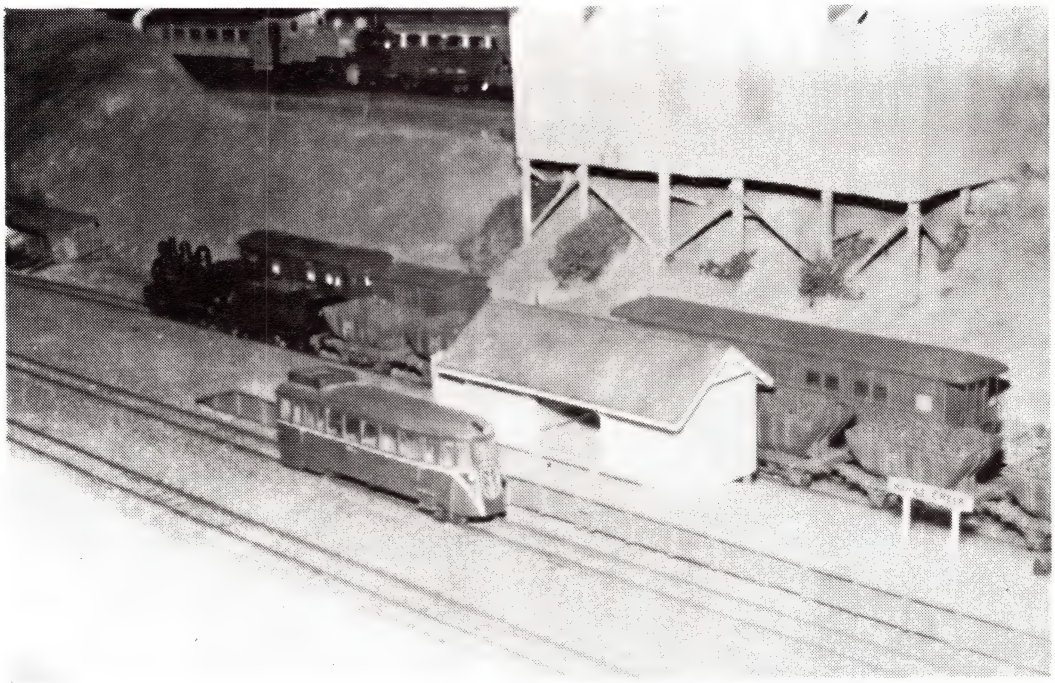
Clive McTaggart from Austral Modelcraft dusted off this O gauge cab forward and gave it a run at the show.



Norm Read, BEM, works at the Information Stand.



On the AMRA Exhibition layout it was all QR this year. On the bottom level, a railmotor crosses a PB15 on a coal train (HOn3½), while above on the 16.5 mm (Sn3½), the Sunlander (built as shown in Journal 107) passes a DD17 on a goods.



Bruce Norton (NSW Secretary) and Neil Johnman operate the Sn3½ layout at the QLD Exhibition



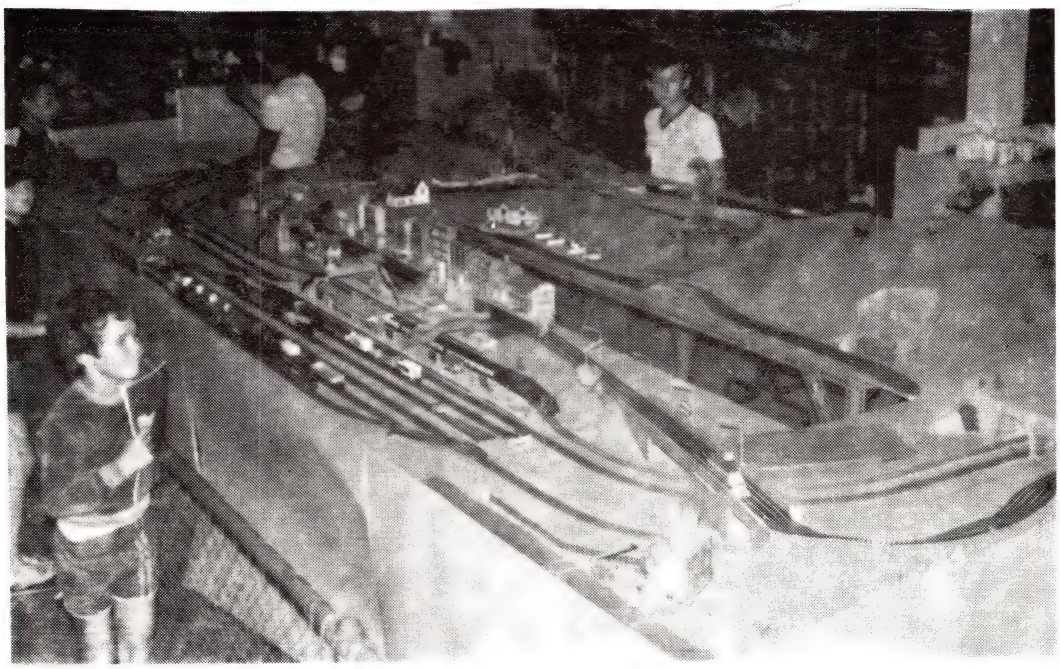
At the AMRA Workshop display, John Hill and his son Simon work on scenery on a corner segment for the Club system. Jim and Keith Fangies (behind) work on other modelling projects.



The extensive N TRAK stand. This group has enough modules to go twice this size if there was room available.



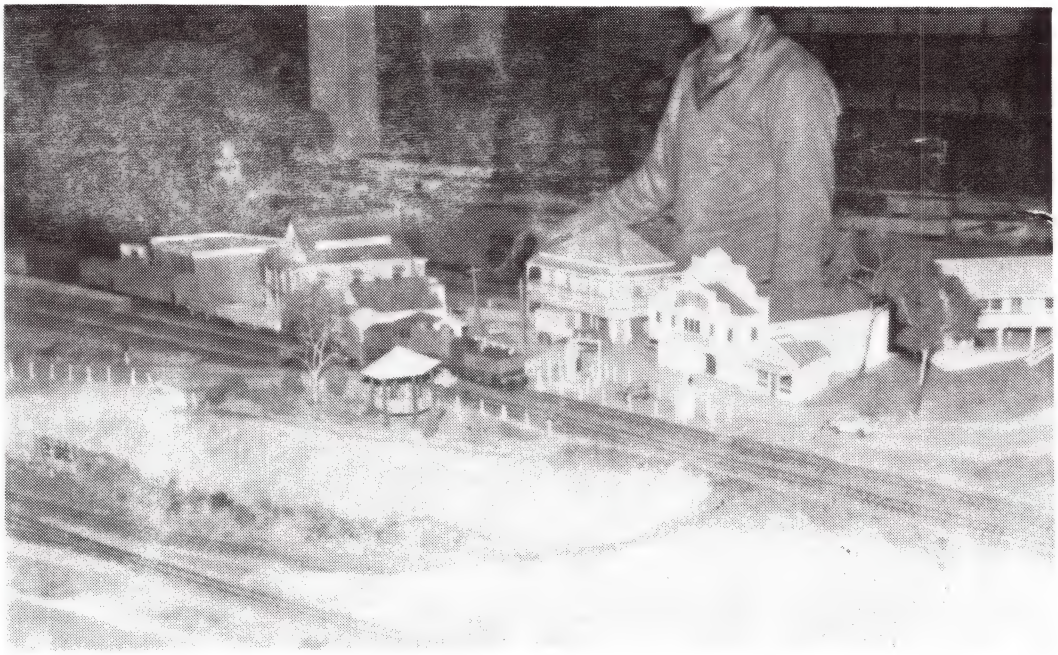
A layout popular with children was this family OO scale layout featuring Zero 1 control and an electric roadway system meeting at a level crossing which resulted in many level crossing accidents.



The SCMRA was represented by this unusual circle HO layout. Peter Kelly operates the Tyco QR diesel hauling the cardboard QLX and ALY wagons.

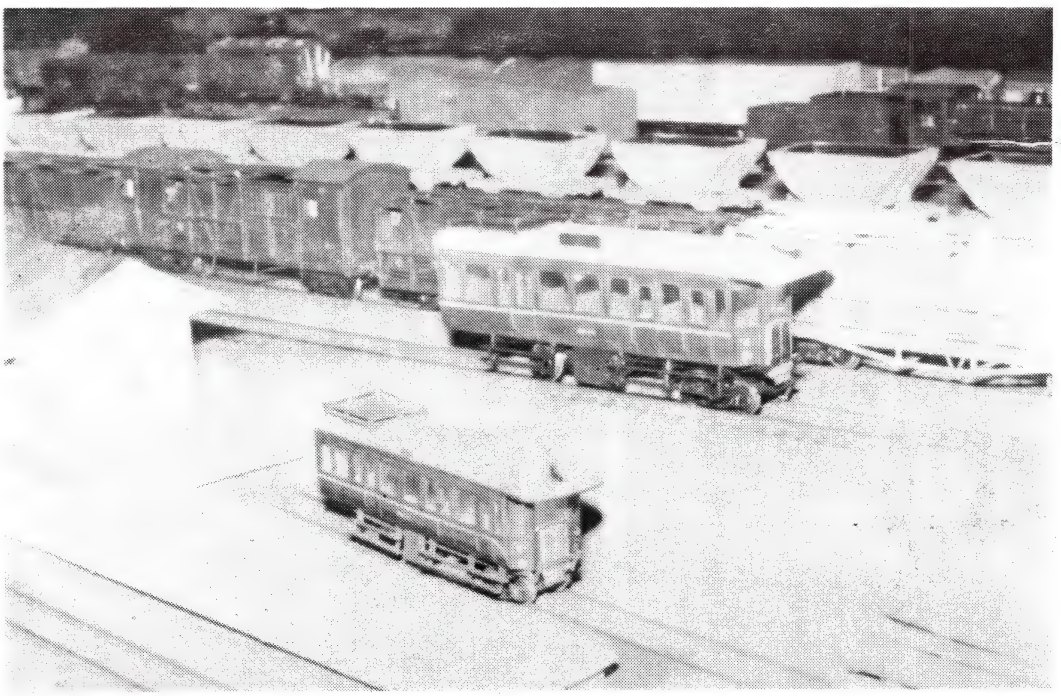


The small QR Garratt hauls a goods through the town. Buildings include Picture Palace and Snack Bar by Eric Lyon, weathered and lettered by John Hill - School by Jim Fainges (far right) - War Memorial by David Mewes and Bandstand by Karl Kalle.



'BIG' & 'LITTLE' 'GULFLANDERS' - Built by Peter Sanderson

Seen behind are QR 'Plastibond' wagons by Ken Edge-Williams



Some of the traders who have faithfully supported the exhibition include:

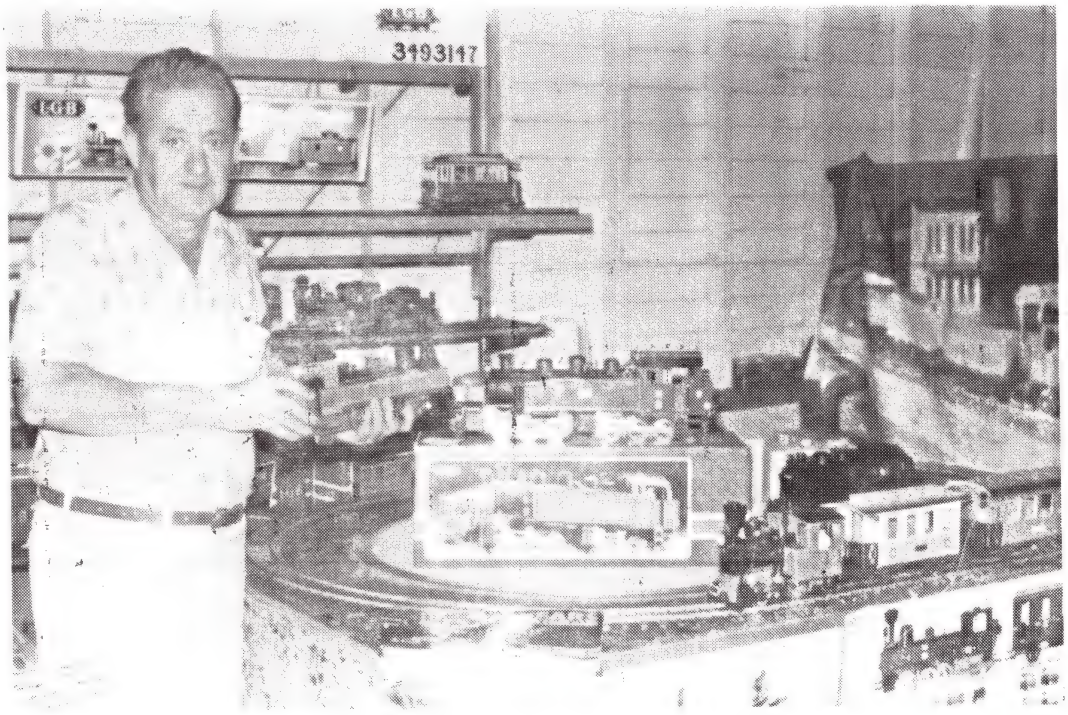
Bill and Marj Webb from Fig Tree, NSW



Dave Jenkins from Hobby Warehouse and his 3½" gauge 'BRITANNIA'

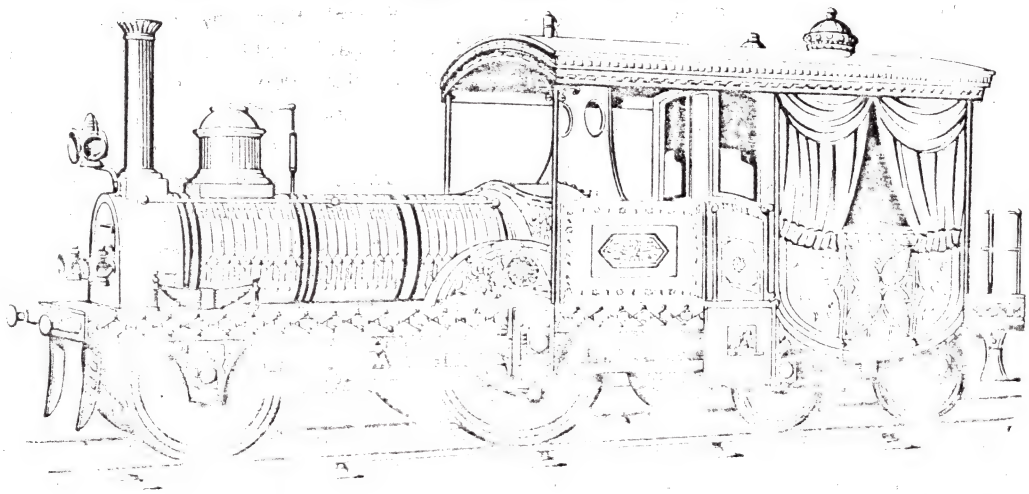


Lionel Keen really caters for LGB fans



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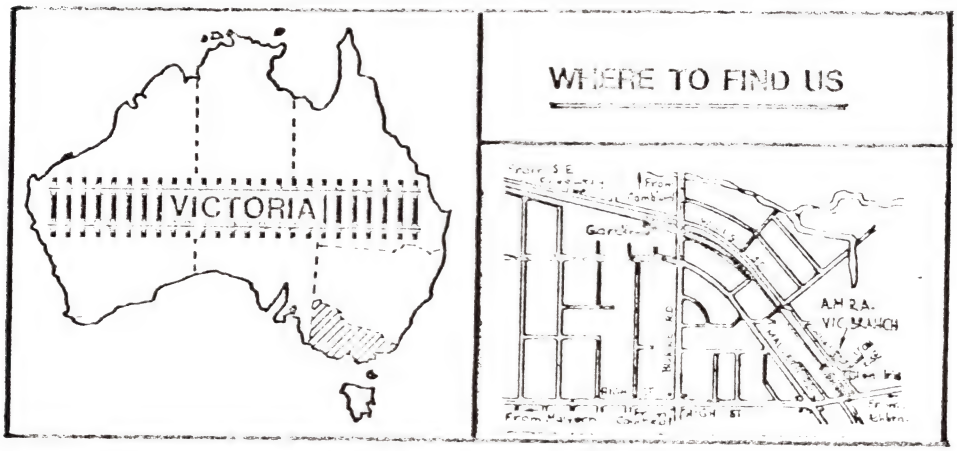
The Khedive of Egypt's engine, 1857



The engine was built in 1859.

Robert Stephenson built it for the Khedive of Egypt. The engine and coach were fitted together

STATE NEWS



BRANCH NEWS

PRESIDENT'S REPORT : 1982/83

I have pleasure in presenting my third annual President's Annual Report. This has been a very busy year for the Branch and its committees, and, although there have been some disappointments, much has been achieved.

PROPERTY

In order to provide funds to build a storage shed and effect other improvements, a loan of $20 000 was raised. The storage shed, to accommodate the exhibition layouts and other equipment, was planned to have been completed during this financial year, but circumstances have delayed the project. We hope to have construction commence in the near future.

External painting of the building has been completed, at a cost of $2550, and other major items to be funded from the loan include heating, a security alarm system and renewal of the side and back fences.

Carpet donated by Cyril Hancock and Ray Brownbill has been laid in the Library and operating aisles in the layout area, hall chairs have been repaired and re-covered at a cost of $567, and the hall floor was sanded and recoated over the New Year period. My thanks to Jack Treseder, Geoff Brown and Stuart Westerman for their efforts.

Robert Blackley repaired the gent's toilet wall following damage by tenants and Gordon Duncan constructed a frame to hold the exhibition signs for storage.

Twenty-five members attended the four working bees, and particular thanks are due to Stuart Westerman and Ray Brownbill who both attended four and Geoff Brown, Bill Secker, Robert Blackley, Rob Dall and Brian Southwell who each attended three. Special mention should be made of Arthur Jenkinson who worked all day at the May '83 working bee to install the electrical wiring for the gas heating.

EXHIBITION

Financially, our annual Exhibition was quite successful, although the attendance, 7600 adults and 5018 children, was the lowest since 1974. However, the overall standard of exhibits was quite high and my thanks are due to Bob

Edwards and his Exhibition Committee for a job well done and to Pat Brownbill and her ladies for the excellent meals provided.

CONVENTION

It was very disappointing to have to cancel the Port Phillip Convention, but registrations were not up to expectation. However, for those visitors from overseas, interstate and country who had committed themselves to visit Melbourne at this time, a one day 'Open Day' and layout visitation has been arranged.

Ron Thomas and his committee were understandably disappointed that their efforts were in vain, and I would like to express my thanks to them and to those people who were prepared to present clinics.

PRINTING

Mid 1982, the Branch undertook the printing of Journal, on behalf of the Federal Committee, with two aims; firstly to produce Journal on time, and, secondly, to endeavour to prevent costs escalating further. Although these goals have been achieved in general, we have experienced considerable difficulty in reaching a satisfactory quality in printing and photographic reproduction. However, it is hoped that, as our skill increases, we shall improve and be able to maintain a consistently good quality output.

Special thanks are due to Tim Dunlop for his assistance with the printing and Gordon Duncan is to be congratulated for all his time and effort on this project, which included a full day at the August '82 working bee for original layout of the Print Room, two full days in 1983 for reconstruction of the Print Room and installation of the new press, plus the construction of ancillary equipment for the Print Room.

LAYOUTS

The Club 'Modrail' Layout was again exhibited at the annual Exhibition with the addition of an engine shed module and, when the storage shed is complete, work will be continued to improve the operating capabilities of the layout.

There has been steady progress on the main Club layout, with additional work on scenery progressing and much 'behind the scene' work continuing. The driver's stand is under construction by Robert Blackley, Gordon Duncan constructed two overhead indicator panels and the wiring of these is progressing.

Block permission circuitry is being wired in by Graeme Nitz, Manfred Ebinger and Bob Marsden, while Rob Dall has been working on the wiring of the continuous run as a branchline for operating days.

Operating sessions on the first Sunday of the month are being well attended, and with the projects previously mentioned due for early completion, full timetable operation will be possible. Running days on the last Sunday of the month have also been well attended.

My thanks go to Bill Secker and the layout team, but more assistance is needed, particularly from those skilled in scenery work, to assist Peter England, David Brown and Arthur Woods and any donations of trees would certainly be appreciated.

The Branch has purchased three brass model locomotives, Victorian K, N and D3 classes and the N class was expertly painted for us by David Morrison.

OPEN DAY

The Club's first Open Day in February '83 was quite a success, with Ray Brownbill providing the BBQ and other catering requirements, and I hope that this feature day will be repeated in the future.

It has been suggested that future 'Open Days' be combined with clinics to form 'Mini Conventions'.

LIBRARY

Brian Southwell has obtained many new titles for our Library, which is now an asset of which all members should be justly proud.

GENERAL

It is important that we welcome visitors and new members and endeavour to improve relations with kindred clubs

and societies, and I hope that all members will assist me in this task.

CONCLUSION

I offer my thanks to the Committee of Management generally, and, in particular, to Manfred Ebinger, the recipient of the President's Award for 1982, who is retiring due to his work commitments, and also to any member who has made contribution in any way, for without a strong membership, the Association will not progress.

Roger Lloyd

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At the Annual General Meeting on 9 June, the following were elected as the Committee of Management for 1983/84:

President	Roger Lloyd
Vice President	Ray Brownbill
Secretary	John Harry
Treasurer	Stuart Westerman
Committee	Bill Secker
	Bill Morehouse
	Geoff Brown

Fixtures to the end of 1983 are as follows:

AUGUST

11 Thur Film Night - Vintage VR
Presented by Phil Phillips
Competition:
Model - Australian Produced Kit
Photo - Model Goods Shed

14 Sun Working Bee

SEPTEMBER

8 Thur Questions and Answers - Open Discussion and Running Night
Competition:
Model - Open - Standard Categories
Photo - Prototype Guards Van

OCTOBER

13 Thur Clinics
Competition:
Model - Australian Produced Kit
Photo - Model Guards Van

NOVEMBER

10 Thur Dremel Moto Tools Demonstration
Presented by Barry Black
Competition:
Model - Open - Standard Categories
Photo - Prototype Signal Box

DECEMBER

8 Thur Christmas Meeting
Slide Presentation - UK and Europe
Presented by S Westerman and G Nitz
Competition:
Model - Open - Scratchbuilt
For H G Armstrong Trophy
Photo - Model Signal Box

Following the AGM, the winners of monthly competitions were presented with their rewards, and it must be mentioned that David Morrison practically wore a track trotting up to receive his trophies and certificates.

The gas heaters were installed in time for this meeting, and, as it was a cold and windy night, they were much appreciated (alright, you Queensland members, wipe the smug smiles off your faces!). In order to make our welcome to visitors as warm as the atmosphere, and this includes new members as well, thanks are due to Jack Treseder and David Morrison who acted as hosts for the evening. There will be further requests for this duty and members are expected to make themselves available for this quite pleasant task.

As it was necessary to cancel the proposed Port Phillip Convention, a one-day Open Day and Layout Visitation was arranged on Sunday 12 June as some compensation for visitors who had arranged to visit Melbourne at that time.

Visitors who attended, included the following:

Mr and Mrs Russel Thomas and Philip Cooke from Christchurch, New Zealand
Mr and Mrs Bruce Ballment from Sydney
Mr Phil Boehm and Mr Fons Andriessen from

Whyalla
Mr and Mrs Jim Gibson from Bairnsdale
Mr and Mrs Paul Ritchie from Ballarat

A short running session on the Club layout was followed by a BBQ lunch, after which the visitors were taken to view Rick Richardson's 'Vulcan Vale' Narrow Gauge Railway and then on to the Wessex Group's Castle Hill Line at the home of Ted Tudor. After tea, Stuart Westerman acted as host at the Mousehaven Railway.

The previous day, some of the visitors were able to attend the special anniversary celebrations of the Wingrove Lines by courtesy of Jack McLean.

Thanks are due to the owners of the lines mentioned for their hospitality, to Mal Baker for the loan of his 'Malvic Tours' mini-bus for transport and to Ron Thomas for meeting the New Zealanders at the airport and taking them to places of model railway interest.

THIS MONTH'S QUIZ

Where does the name 'Dreadnaught' come from, as applied to railway freight wagon ends?

What does 'SCOA-P' stand for in describing Vic Rail R Class locomotive drivers?

Some NSWGR standard goods locos had 'wampu' tenders. What does 'wampu' mean?

Answers to Roger Lloyd at the August meeting, please.

We now have a 'Red Phone'! The number is (03) 25 7034 for incoming calls, so you may ring at any time the Clubrooms are known to be occupied, and, may be, get an answer! You can also ring out, but it will cost you 20 cents. And, would you believe it, it was not installed a week and we got the first wrong number!

Likewise, our security system is now operating - SO BEWARE! Keyholders are reminded of the obvious importance of resetting the system each time they leave the premises.

Ray (Barney) Brownbill is our new Branch Sub-Editor for Journal, but as he is overseas at the moment, he doesn't know yet, so in the meantime, these notes are submitted by -

Sleeper

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LIBRARY NEWS

I've been doing some catching up on publications that had somehow got past me, so some of the titles I mention here have been published for several years.

From the New South Wales Rail Transport Museum: Memories of Steam, a collection of photos from 1910 to the end of the steam era, and by R G Preston a most authoritative 125 Years of the Sydney to Parramatta Railway. Not just pretty pictures this one, but track plans, gradient diagrams, rolling stock details and fascinating history. Steam on the Illawarra, compiled and edited by Frank Larkin, is nostalgia unlimited for those with any memory of the period.

Photographs again, and some spectacular ones, in a further Rails to Walhalla book, this time A Pictorial History. Stephen Watson is again drawing on his apparently bottomless archive for photos of the creation, running and ultimate demise of this spectacular narrow gauge railway.

Local railways tend to dominate the market at the moment. APW Research Report No 8 is entitled Scoresby Tramways, and in the style of these reports presents what is currently known, with a plea for further information. Did you know that there is a 25 km tramway running south from Scoresby? Did the Ferny Creek tramway ever get built? I can only hope that more information does come to light.

Two others by well known railway historian Norm Houghton are of interest. The Saddle Line: A History of the Moriac to Wensleydale Railway, south west of Geelong, shows once again how unfortunate timing can ruin a railway, just as much as any other business. Barongarook, A

Rural Portrait was apparently commissioned as a school centenary project, but 19th century local history cannot usually be separated from railway history.

We received, some time ago, The Mount Morgan Rack Railway by J W Knowles and looked forward to John Kerr's Mount Morgan: Gold, Copper, Oil. I was rather disappointed. For a history of an operation as dependent on railways and tramways as this was, to mention them so casually is a shame. For those with enough knowledge of ore treatment, it will be fascinating.

On a larger scale, an ARHS publication: The Broad Way to Port Pirie, a history to commemorate the running of the last broad gauge train from Adelaide. John Ramsay is the author.

Over the last several years I have been trying to build a good collection relating to Australian prototype, virtually ignoring the rest of the world (there's so much of it!). This month, though, I've lashed out. Peter Clark's Locomotives in China is far from our usual interests, but they are virtually the last stronghold of steam (still building - sorry, erecting - steam locomotives) and the author is an Australian, and to be encouraged. I have less justification for the next one, Smoke Gets in Your Lens, by Gunter Haslebeck. It is, quite simply, the most beautiful collection of locomotive photographs I've seen - in Germany, South Africa and South America. And it only costs $8 from the LRRSA who are clearing stock.

Speaking of bargains, just occasionally, it's worth waiting for the 'remainder' market to provide real bargains. I happily let myself be talked into acquiring The American Heritage History of Railroads in America, a lavishly illustrated, not too serious history. Very readable indeed, whether US railroads are your thing or not.

I always say, 'If you can't read, you can always look at the pictures'.

In the Victorian Branch Library News a few months ago, it was mentioned that an error had been detected in Peter Thorne's '34 New Electronic Projects for Model Railroaders'. Not surprisingly there have been enquiries!

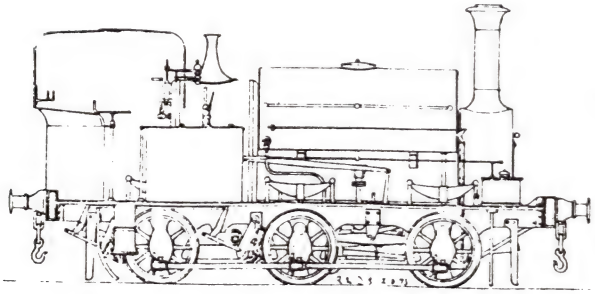
On page 114 there are a circuit diagram, a schematic layout and the layout for a printed circuit board, all for a pulse generator forming part of a transistor throttle.

The error is in the diagram for the PCB - from the circuit diagram you will see that pins 2 and 6 of the integrated circuit chip are connected - on the diagram for the PCB they are NOT! A few millimetres of wire will correct the fault, or, if you make up your own PCB, be sure to allow for this connection.

Brian Southwell
Librarian

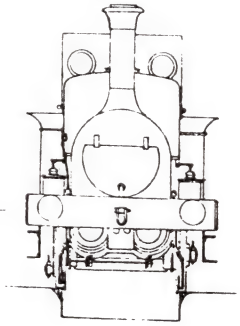
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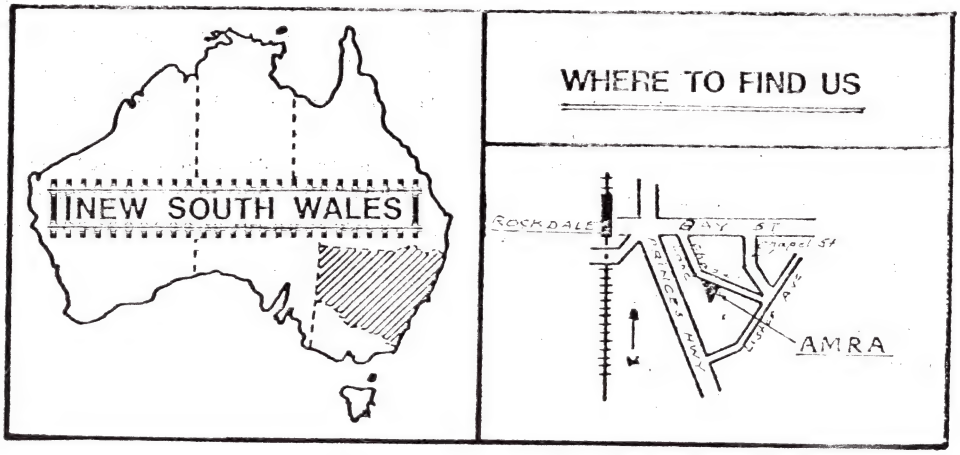
Original drawing courtesy of Hunslet Engine Co.

Scale 1 : 76.
4mm—1 foot



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STATE NEWS



BRANCH NEWS

PRESIDENT'S PAGE

In February 1981 there was forcibly expressed by the members a need for communication between the committee and the membership. 'Smoke Signals' was introduced to meet that demand. I feel that in many ways the boot is now on the other foot. There is very little feedback from the membership. Appeals to the members for suggested activities and visits have met with an almost total lack of response. Surely among our members we have people who can suggest and arrange for visits and activities of interest.

Another point is members' phone numbers - many members have the phone on at home, but do not supply that number to the Registrar when joining or notifying a change of address. It is difficult when, due to unforeseen circumstances, such as cancelled outings, to advise members of a change in arrangements. As some members live with their parents or others, the phone is listed under another initial or name, making it difficult or impossible to locate members' numbers in the directory. Members living in the outer telephone districts pose another problem as they are not listed in the Sydney directory.

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DRAW BAR PULL AND SLOW RUNNING COMPETITION (AND MODELLING COMP?): Friday 13 May

This evening proved to be well attended and included many enthusiastic participants who were out to prove their 'pet' locomotive could out pull all comers. Well, Lindsay Bell was one who was proved wrong, in fact Devizes Castle's effort was equalled by a small 0-6-0T class BR80 (DB) of Bob Wardrop and most certainly 'put down' by many other models.

I have rarely been happy with the method of comparing the draw bar pull of models, and so this time around we obtained figures in grams for pull and the locomotive weight in grams also. This enabled a percentage adhesion figure to be obtained which shows how well a particular model converts its overall weight to tractive effort. Of course this method disadvantages any locomotive

with non-powered carrying or idler axles, tenders or dummy engines. It is still important to record and recognise the highest draw bar pull, regardless of efficiency. The usual section of test track with pulley string and jam tin were used, the load consisting of coins and/or screws, nails, etc, as required. The locomotives were allowed to slip, but had to actually move along the track for at least 500 mm.

Results are tabulated and the placings and ratings should prove interesting. Well, the system worked fine for the HO/OO scale division, but completely failed in N scale as the amounts lifted by some models was barely enough to record on the scales.

The O gauge division contest was exciting, especially with the giant AD60 Garratt of Bert Hetherington being put to the test beside Tony Wyeth's 70 class and Fred Green's PAA (what would you call a double ended Alco PA?). The percentage adhesion of Bert's 79 class is unequalled, even in real life and how it managed 41% is still a mystery.

The slow running competition had very few entrants, but was won by a Mansfield Hobbies 442 of Keith Aldous (44216). Second place went to another brass locomotive - a streamline 38 class of Frank Peck's. Just goes to show how brass locomotives' mechanisms have improved over the years. One thing is hoped to be introduced for the next slow running competition is to set up a measured run for locomotives to be fed with a regulated voltage at say 3, 5 and 10 volts and see how fast they traverse the measured distance. At present it is quite boring waiting for models to move millimetres in minutes!

Believe it or not, there was also a modelling competition this night; I think only D Bennett entered - his fine HO gauge signals. This response is not really good enough, but who knows how to encourage more entries - does it need financial rewards may be, but then I should not comment as I have not entered one model in any competition since I joined AMRA!

Bruce Norton

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AUCTION: Saturday 4 June

This day saw a return to a larger attendance and a greater number of items for sale. Items included a two-rail Marklin (converted) 2-10-0 loco - Matchbox toys - fine stainless steel mesh - a copy of 'A Century of Locomotives (NSW)' - printed circuited board, bogies, etc. Virtually all items offered were sold at realistic prices.

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LAYOUT NEWS

Layout operating days have continued to be well attended with a wide variety of locomotive power and rolling stock being placed in operation. Locos range from Lima to Bergs Mansfield and Trax brass models.

The number of members taking part in the NSW timetable operating session (Saturday 7 May) was smaller than previously, but the operating potential of the wall layout was taxed by the quantity of equipment available. Thanks once more to Phil Lee who arranged the schedule for the timetable operation.

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HAWKESBURY LAYOUT REPORT

The control panel has been completely rewired (all 200 m!), and is now converted to cab control, i.e. either one of the two up, two down or two local controllers can control all the sections associated with those controllers. Interlocking between the switches, as in the past, prevents shorts, but unlike the previous arrangement, the up/down panels have precedence over the local panel. Operator training has been programmed for the months before the Exhibition.

Bruce Norton

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HO WALL LAYOUT

The wall layout continues to provide interest for its operators. The scenery from 'READ' to the tunnel continues to take form, thanks to the efforts of Bob Gioia and James McInerney, and the area around the tunnel mouth is now looking most realistic.

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N GAUGE

The N gauge layout will not be exhibited this year as it is felt that it has been overexposed. The layout is in use at every running session and is receiving maintenance as is required. Dave Bennett is continuing to improve his modules and we eagerly await their next appearance.

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EXHIBITION NEWS

As reported by Bruce Norton, 'Hawkesbury' is again operative and will be exhibited at the October Exhibition. Due to the complete rebuilding of the control panel and the installation of Cab Control, it will be necessary for all operators to be retrained. To this end, this quarter's activities have been heavily biased to layout operation, with two sessions of scrutineering to ensure that both operators and models are up to exhibition standard. Operators will be required to operate the layout to provide a smooth and realistic display and to be able to operate the layout to its full potential.

SCMRA will again by co-operating with AMRA in the presentation of scenery displays. It is expected that we will have available this year a large screen projection TV set and video recordings.

Don't forget the FEDERAL MODELLING COMPETITION conducted in conjunction with our Exhibition. We hope to see NSW Branch well represented by some fine models. Full details of the competitions have appeared in Journal 154.

Any queries with regard to these should be directed to -

Ken Edwards
8 Easton Road
BEROWRA HEIGHTS 2082

Telephone 456 2868

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SCMRA VISIT TO AMRA CLUBROOMS: Saturday 18 June

Twenty members of SCMRA visited the AMRA Clubrooms on Saturday 18 June, and a pleasant afternoon was spent by all present.

Our visitors inspected the Clubrooms and the layouts, and were suitably impressed. Comments received during the afternoon were - you've certainly done us proud - you make us envious - you cater for all gauges, and perhaps the most important - it was a good afternoon with no tension or undercurrents. These comments, I believe, sum up the afternoon and clearly show that the way is clear for continued co-operation between the two Associations, as indeed it should be for many modellers are members of both organisations.

Cold and wet weather caused the sausage sizzle to be held indoors, and appreciation of Frank Potts' efforts at the BBQ plates must be expressed. After a simple, but adequate meal, more than 60 people enjoyed the film 'The Train', starring Bert Lancaster. The highlight of the film was a train smash involving three locos and a full train of vans - and it was the real thing, no models here.

Supper completed the program, and all present voted it a most enjoyable day. Three visitors from New Zealand, Phillip, Russell and Heather, were also with us on that day having come across for the ill-fated Hobson Bay Convention, and after being given the 'Red Carpet' treatment by members of AMRA Victorian Branch, they had come on to Sydney to have a look around. We were pleased to welcome them.

Thanks again to the ladies who catered for our needs in such good fashion.

VISIT TO SYDNEY TERMINAL STATION: Saturday 28 May

Twenty-eight members met outside the Railways Institute in Chalmers Street for a unique experience - the inspection of areas of Sydney Station that the public does not normally see.

The party first inspected the electrical control centre where all electrical supply is controlled in an area extending to Gosford in the north, Heathcote in the south and Lithgow in the west. During periods of light traffic, the control may be extended to cover Newcastle as well. Any circuit breaker in this area may be operated within three seconds by simply pressing a button at one of the control desks.

Items of interest were the illuminated map showing the condition of all circuit breakers within the controlled area and the computerised system which enables operators to call up maps of small sections of the system on their video display units, the printers recording the opening and closing of circuit breakers in the system. As George Bray said - quote "Although I'm not an electrical buff, I could have spent the whole afternoon there".

The new eastern suburbs underground concourse area was our next stop, and after passing through a doorway normally closed by a roller shutter, we traversed a series of tunnels to emerge by lift on to No 1 platform. We inspected the Indian Pacific which was at the platform and then the parcels and motorail facilities which lie between No 1 platform and the rear of the Railways parcels office. It is surprising how many covered sidings are tucked away in this area. There are four parcels and four carriage sidings.

One unusual view we had from this area was the entrance to the tunnel taking the goods line under Railway Square to Darling Harbour. Originally this line was double tracked, but, due to restricted clearances, it was converted to a gauntlet track when the line was electrified.

Returning to the tunnels below the station, we continued past the closed roller shutters leading to the Post Office and saw the ovens where the foot warmers are heated before being despatched all over NSW. Yes, the old foot warmers are still in use on some trains.

Then came the unique experience - we entered lift No 9 to return to the concourse level. The lift rose about five or six feet and stopped. The circuit breaker had tripped and we were stuck in the lift for an hour and a half. How many people can claim to have been trapped in a goods lift below Sydney Station?

Darryl Musgrove learnt something that afternoon - No 9 lift has only a one tonne capacity, all the others have a three tonne rating. Due to the time lost in the lift, the inspection was discontinued at that point - to be resumed at a later date.

The inspection was resumed on Saturday 25 June, and after meeting 'Under the Clock' at 1.30 pm, we proceeded to No 7 platform from where we viewed the damage to the buffer stop on No 8 platform occasioned when a driver of a double 46 loco momentarily forgot he had two locos and reversed into the dead end at about 10 km/h, while setting back to clear the release points. As Darryl commented, with a model when a loco hits the stop, the loco comes off the rails - with the real thing it's a different story!

A tour of the main building at concourse level followed. We inspected the plaque commemorating the departure of the first Indian Pacific Express on No 1 Platform - the foundation stone of the main building just to the left outside the main entrance (Railway Square end) to the concourse. The plaque commemorating the official opening of the building adjacent to the entrance from the Eddy Avenue side where the trams used to terminate on the colonnade. We were told that another plate at road level at the corner of Pitt Street and Eddy Avenue records the turning of the first sod for the new station project,

but we did not inspect it.

The passengers' luggage office (where cars for the Motorail are also booked in) was next visited to see an example of the old cast iron circular staircases which exist in several places throughout the station. Behind the counter of the 'Man in Blue' we visited the office from where the new Arrivals and Departure system is controlled. Darryl explained the operation of the system, told of some of the advantages and a few disadvantages that it has compared with the old manual board it displaced.

The lounge and bar area was visited next to view the scenes depicting the history of NSW up to about 1950, which are carved in the stone work around the upper walls of this room which was originally the interstate booking office. A map of Australia, showing the various railway lines, is also set into the floor, although this is now a little out of date. This room is well worth a visit when next you have the opportunity.

The SRA's computerised reservations centre was the next place to be visited. We were treated to an explanation of the way in which the system operates and a demonstration of the varied information which could be displayed on the screen at the touch of a button. During busy periods, 22 operators are employed in this centre. At the present time, only the terminals are housed at Sydney station; the information being stored in the SRA's main computer in Transport House at Wynyard station. It is expected that this system will be operating Statewide by the end of the year.

The final visit was to the traffic control centre. Here in one room the operators monitor and control the operation of the suburban system. Down the corridor four traffic controllers monitor and control the passage of trains on the north, south, western and Illawarra lines. On these lines the controllers have drawn in pencil the expected timetable for all trains. As a train passes a signal box or station, the controller is advised by phone and its time is recorded in ink to provide a permanent record - the pencil line being erased.

The controller is connected to all stations and boxes on his line by a common 'party' line, and can call any station or box by means of a bell code. On the suburban system, the controller is only advised of a train's passing if it is running late. For most of the time the controller's job appears to be a humdrum sort of existence; it is when things go wrong somewhere on the system that their job becomes hectic, and as a consequence of the stress under which they are sometimes required to work, they normally have a six-hour shift.

This completed a very interesting visit, and I would thank Darryl Musgrove most sincerely for both organising and conducting the tour.

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NORM READ, BEM

An enlarged reproduction of the AMRM page written by Matt Bell, John Parker and Bob Gallagher on the occasion of Norm Read's BEM was unveiled by Norm at afternoon tea time on Saturday 18 June in the presence of our visitors from SCMRA and New Zealand, and now adorns the Clubroom wall between the blackboard and the kitchen servery.

This plaque was presented to AMRA by Matt Bell and was prepared by Bill Baggett of Queanbeyan. Your Management Committee was pleased to accept this tribute to Norm.

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PROGRAM

AUGUST

6	Sat	Modelling Competition
12	Fri	Film Night - Program of Railway films
20	Sat	Layout Operation - Hawkesbury Driver Training
26	Fri	Layout Operation - Scrutineering and Hawkesbury Driver Training

SEPTEMBER

3	Sat	Auction
9	Fri	Layout Operation - Scrutineering and Hawkesbury Driver Training
17	Sat	Exhibition Preparation
23	Fri	Exhibition Preparation
29	Thur	Exhibition Preparation - Rockdale and Showground - 7.30 - 10 pm
30	Fri	Exhibition Preparation - RAS Showground - 10 am - 10 pm

OCTOBER

1	Sat	EXHIBITION - RAS Showground 10 am - 8.30 pm
2	Sun	EXHIBITION - RAS Showground 10 am - 6 pm
3	Mon	EXHIBITION - RAS Showground 10 am - 6 pm
4	Tues	EXHIBITION CLEAN UP 10 am - 2 pm (approx)

Meetings at Clubrooms, Chapel Lane, Rockdale, are held on 1st and 3rd Saturdays and 2nd and 4th Fridays. Meetings, unless otherwise specified are -

Fridays - 7.30 - 11 pm
Saturdays - 2 - 5.30 pm

NOTE: AMRA (NSW) Clubrooms telephone number is - 59 1899.

All correspondence regarding NSW Branch matters should be addressed to

The Secretary
AMRA NSW Branch
PO Box 194
ROCKDALE NSW 2216

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NEPEAN SUB-BRANCH NEWS

The Sub-Branch held its Ninth Annual General Meeting in February 1983 at the St Marys Arts Centre, Mamre Road, St Marys. The results of the election of a Committee for 1983/84 were as follows:

President	Colin Steele
Secretary	Michael Guest
Treasurer	Gregory Sinclair
Committeemen	Steven Chapman
	Peter Bellanto
	Eric Bourne
	David Olsen

In his Presidential report, Colin Steele said that it had been a very quiet year for us as regards activities.

We still hope to be able to obtain a clubroom of our own again one day, and although the meetings being held at the Arts Centre have been well attended on most occasions, there is plenty of room for more members to attend.

The Treasurer produced an Audited statement of accounts for the year showing a -

Balance at the Bank	$928.60
Total expenditure for year	$418.65

The major part of this was due to the purchase of a trailer for carrying modules of layouts to exhibitions.

So far the Committee have not received any replies to our request for plans or suggestions for a new N gauge layout - without any replies, we do not know what you would like done about it.

A resolution was passed that we shelve the idea of a new N gauge layout, due to the lack of replies and show of interest until such times as more members running N gauge attend meetings.

The old N gauge layout has served us well and has been a source of revenue for nine years. It was bought second hand and partly finished to start with when the Sub-Branch was first formed. It has since been enlarged, extended and had several face lifts.

Many of us learnt a lot, quite often by trial and error, about carpentry, track laying, electronics and scenery, during the work that went in to it, and had many happy hours of enjoyment from it.

After attending several exhibitions

from Warrimoo to the Lower Town Hall and Sydney Showground, the derailments were bcoming more frequent and it was decided that a lot of track needed replacing - this would be a major operation, and we might be better served if the best of the track and points were carefully removed and saved to help build some new N gauge modules. Modules are more easily transportable, and now we own a trailer, fitted to carry the modules we can be independent of hiring or borrowing a truck to attend exhibitions.

Members come and members go, and our N gaugers are all either doing shift work, studying for University exams or just courting young ladies, and can't find time to get started on the modules.

If there are any interested persons living west of Parramatta who could regularly attend to get this layout going, please contact me. Work can commence in the garage at -

31 Birch Street
ST MARYS
Telephone 623 8780 AH

The Sub-Branch meetings are held at 7 pm on the second Saturday of the month in the St Marys Art Centre, Mamre Road, St Marys, for Slide and Film Nights, kit construction and loco repairs, etc.

On the fourth Saturday of the month, HO running is available at Colin Steele's home, 11 Magnolia Street, St Marys, at 2 pm in the winter months and 7 pm when the daylight saving period is in force.

All members and friends are welcome to attend any of these meetings.

Mick Guest

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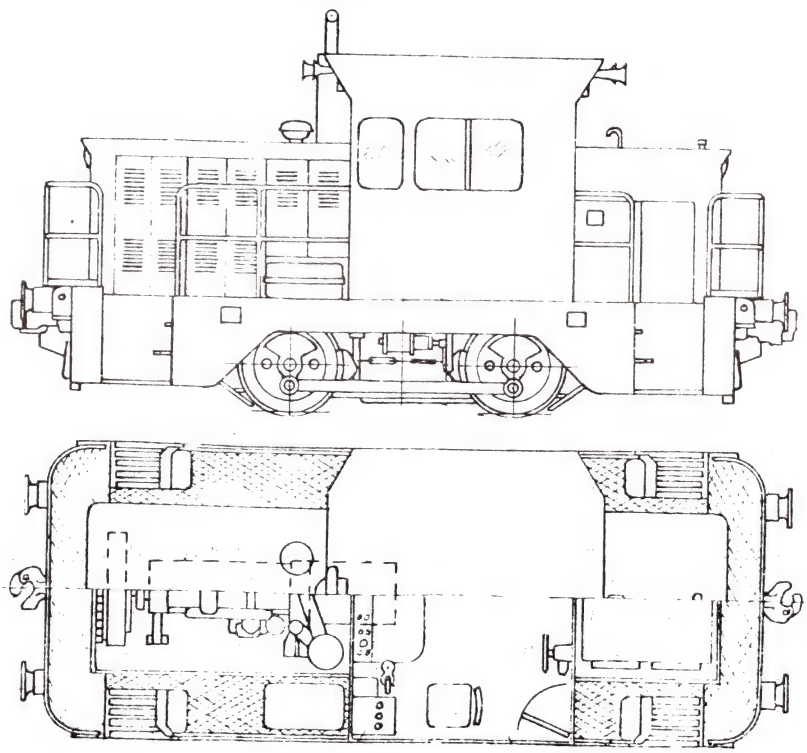
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X 2 0 0 CLASS DIESEL RAIL TRACTOR

Class Nos. X201 - X218

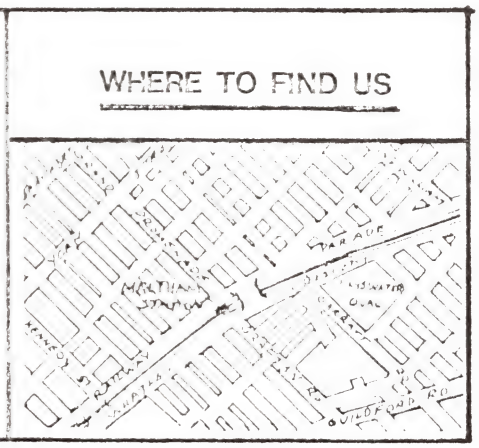
Builder - Department of Railways, New South Wales, Water Supply Workshops, Chullora

First unit in Service - 2nd December, 1963



STATE NEWS





BRANCH NEWS

1983/84 COMMITTEE

At the Annual General Meeting, the following Committee was elected:

Ted Thoday	President
Tony Gray	Vice President
John Martin	Secretary
Alan Porter	Treasurer
Graham Watson	Committeeman - Branch Reporter
Simon Mead	Committeeman - Librarian
George Noble	Committeeman
Ken Collett	Committeeman

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TIMES OF MEETINGS ARE AS FOLLOWS:

Mondays and Wednesdays - 8 pm
Saturdays - 2 pm

The rooms will be open at least 15 minutes prior to the starting time.

All meetings will be held at the Clubrooms, upon Meltham Station, unless otherwise stated.

Interstate visitors are most welcome. If you are in Perth for any reason, would like to visit, but cannot attend a programmed meeting, please contact our Secretary, John Martin, on 447 5490.

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PROGRAM

AUGUST

1 Mon 'The UK Scene - A Railway Hobbyist's View'

In between visits to UK hobby shops, Paul Kehoe managed to take a few photos - a few hundred, that is, so come along and share Paul's holiday.

6 Sat Club Project Day

On these meetings, all efforts will be directed to working on, and the completion of, Club projects. As layout maintenance will be one of the projects, the layouts will NOT be available for general use.

10 Wed Locomotive Maintenance and Repairs

Locos not working correctly? Then this clinic is a must! An ounce of maintenance is worth a pound of repairs (or its metric equivalent), so come and find out all about it.

15 Mon General Club activities

General Club activities - do your own thing! Check through the Sales Cupboard, thumb through the Library's latest acquisitions, run your own gear on the OO and/or the N gauge layouts, chat to other

members, work on Club projects. You name it, you can do it (within limits)!

20 Sat General Club activities
24 Wed General Club activities
29 Mon Timetable operations on the 'Haltwhistle on Tyne' Railway

Timetable Operation - we should be getting better at it - we may even get the trains to run to time soon, so join in and enjoy a different facet of model railways.

SEPTEMBER

5 Mon Guest Speaker - to be advised
10 Sat Club Project Day
14 Wed 'Bring and Show'

Bring and Show - we are asking members to bring something to do with railway modelling - doesn't matter what - scratch-built, kit built, proprietary, latest acquisition, something special, latest release, etc - the idea being to show the model or whatever it is, and to talk about it for a few minutes.

19 Mon General Club activities
24 Sat General Club activities
28 Wed General Club activities

OCTOBER

3 Mon Clinic - to be advised
8 Sat Club Project Day
12 Wed Slide Night
17 Mon General Club activities
22 Sat General Club activities
26 Wed General Club activities
31 Mon General Club activities

General Note

The program for September and October is provisional, and may be subject to change. For more up to date information about the program, please consult the latest 'Branchline'.

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LAYOUT NOTES

April's timetable operating session was significant in that it marked our first use of a 'fast clock'.

The clock has been modified to run 7½ times faster than normal, so in theory our three (scale) hour timetable should have taken about 25 minutes to complete. On the night, however, about twice as long was taken, as the clock had to be stopped twice in order to allow the crew at the junction station to recover time when they became more than half a (scale) hour behind time!

Simon Mead
Layout Manager

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THE FUTURE OF 'JOURNAL'

A wise man once said that we get the type of politician, government and AMRA Journal that we deserve, and involvement is the watch-dog needed to keep all three up to the standard we require, so that they serve our needs instead of their own, or, worse still, serve nobody's needs at all.

The piece of homespun philosophy was prompted by a communication from the East which said that the response to the recent survey on the future direction of Journal has not been very good - poor in fact.

After all the correspondence from the members of this Branch, and even greater amounts of discussion between members at Branch meetings, this response, or lack of it, from WA is very disappointing. Even if the survey did not cover the items you would have liked, then by all means use the 'blank page' to air your views, but if the silent majority (about of the order of 80%) remain silent, then the Journal committee have very little guidance for the future of Journal, as any reaction of the Publishing Committee to the survey could be only to the benefit of a minority of members.

Your involvement is the only way that Journal, or any other medium of communication that might result because of this survey, can even begin to serve the needs of the members of AMRA so - BE INVOLVED, return the survey, so we will all receive the Journal we all deserve.

Graham Watson

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LIBRARY NOTES

I must start by thanking all the members who have helped with two recent

library projects. One of these projects is the construction of new library shelves for which Alan Porter deserves special thanks for his efforts in planning and co-ordinating their construction. The other project is the cataloging of new books and here Norm Chapple (who is not your normal type of 'Norm') deserves special thanks for his efforts.

The following periodicals have been added to the stock of the Club library since the last edition of 'Branchline' appeared:

Railway Modeller	March, April 1983
Railroad Modeller	March 1983
Australian Model Railway Magazine	April 1983
Model Trains	April 1983

Also recently acquired were copies of the four volumes of 'Model Railway Constructor' "Specials". These consist of the following:

Volume 1 - Planning and Basic Data
Volume 2 - Scenery
Volume 3 - Baseboards and Trackwork
Volume 4 - Buildings

The stock of the library is available at any Club meeting, and if you wish to borrow or return any books or magazines, please contact either my assistant, Arno de Smalen, or myself at any meeting.

Simon Mead

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CLINIC SURVEY RESULT

The Clinic Survey, distributed in the December 'Branchline', drew 26 replies from the membership. This result was disappointing as the number of regular meeting attenders easily exceeds that number, as our total membership exceeds 100.

Listed below are the topics that recorded more than nine votes, your Committee will endeavour to arrange clinics/demonstrations on these topics in the coming months:

Locomotive maintenance and repairs	13 votes
Wiring	12 votes
Tree making	11 votes
Weathering	11 votes
Scratchbuilding of locomotives	11 votes
Scratchbuilding of structures	10 votes
Scratchbuilding of rolling stock	9 votes
Scenery	9 votes
White metal kit construction	9 votes
Painting	9 votes
Silastic moulding	9 votes
Model photography	9 votes

Topics which were suggested by members, but which were not on the list were as follows:

Signalling
Question and Answer Night
Electronic controllers
Modelling in card
Motors and mechanisms
Outdoor layouts

If you would particularly like a clinic on these, or for that matter on any other topic (preferably of a railway or model railway nature!), please let a Committee member know as soon as possible.

Graham Watson

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PROTOTYPE FOR ANYTHING DEPT!

The March issue of 'Rail Enthusiast' magazine contained the following report:

> 'First class passengers for Edinburgh who used the 6.50 from Paddington on 26 November would have been surprised to see ... no seats!!!
>
> Apparently the coach had been released from the works before the interior had been refitted. The mistake was not noticed until the coach was on its way to Paddington from Old Oak Common carriage sheds.'

At last we seem to have a prototype for all those coaches that have been running on layouts for years without interiors.

Simon Mead

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AROUND THE TRACKS

HOBBY SHOP DEMISE (W.A.)

Perth has witnessed the closure of another hobby shop which dealt mainly in model railways. Like 'Sumners World of Trains', some months before, Pearces Model Railways and Hobbies has ceased to operate from its shop in Victoria Park, leaving the metropolitan area with only three hobby shops where model railways are major items dealt with by the store. This is not to say, however, that there are not other hobby and toy shops who do not stock model railway gear.

The three shops referred to are Stanbridges Hobby Shop of Mt Lawby, Perth Hobby Centre in Murray Street, Perth, and Littlefields Hobbies of Fremantle. Added to these, there is Pond J Models of South Perth, who deal mainly in second hand model railway equipment.

ANOTHER NEW EXHIBIT

Since the last 'Around the Tracks', another new exhibit has been added to the collection at the Rail Transport Museum at Bassendean. The WAGR's (Westrail) first mainline diesel electric locomotive, X1001 'Yalagonga' was handed over to the ARHS WA Division at the Museum on 7 April this year. X1001 entered service on 8 April 1954, and was the first of 48 X, XA and XB classes on the WAGR's locomotive roster.

THE COHUNA RAILWAY

Although I had known for many years that the Cohuna Wildlife Park, in Mills Road, Gasnells, had a 7¼" gauge miniature railway within its grounds, it was until a recent Sunday that I visited the Park and had a look at the railway.

The layout of the track is a 'terminus to return loop' track plan, which gives a total round trip of 2.5 km which takes about 20 minutes to complete, for which a fare of $1 is charged.

The trip begins from the terminus which boasts a typical USA railroad station with a yard of three loops and a turntable. From here the line sweeps around the Park in a giant S shaped route, climbing 36 feet in the journey from the Cohuna Central Station to the balloon loop at the top of the Park. The railway is double tracked for the first half of the trip, during which it traverses a long trestle bridge. Also, at the half way point is a brick, six stall roundhouse, a turntable and ash pits at the railway's workshops.

Two trains were operating on the day of my visit. The first was hauled by an 0-6-0 diesel loco resembling a Westrail B class loco. The other train was hauled by a 2-6-2 steam loco which was vaguely similar to a WAGR PM class loco.

This railway definitely warrants a mention in the 'Tourist Attractions' section of the long awaited members file, and a visit to the Wildlife Park on a Sunday when the railway is operating is well worth the entrance fee.

RAIL EXCURSIONS POPULAR

Rail excursions are enjoying an increased popularity, especially since the change of government has allowed such trips to travel on the Perth to Fremantle railway. This popularity was highlighted by the recent trip organised by the Hotham Valley Railway which travel from Pinjarra to Fremantle via Kwinana, through Perth to West Midland, through Forrestfield returning to Pinjarra via Armadale. With limited advertising, this trip attracted so many patrons that the trip on 6 May was booked out, so it was repeated on 13 May to satisfy the demand.

Unfortunately, the W class loco experienced some problems with the coal on the trip of 6 May, which caused a loss of time which resulted in the train being rerouted through Rivervale to Armadale so the train would be sure to cross the Up 'Australind' at Pinjarra. This last minute change of plans found many railway enthusiasts waiting in vain along-

side the line between Perth and Forrestfield for the steamer to appear.

For some, the faint sound of a steam whistle to the south told the story, but for many others, including a couple of noted AMRA members, the realisation of the situation only came after a frustrating couple of hours' wait beside a deserted railway line.

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HAVE YOU SEEN?

Compiled by Ted Thoday

Reprinted from 'Branchline'

'Model Railway Constructor' for March gives prototype information on the GWR railcars known as 'Flying Bananas' and shows how to construct and detail the Anbrico model. Paul Bartlett's article 'Getting the Gen' takes one through the basics of field work - finding your prototype, photographing it and then taking detailed measurements, the equipment you'll need, etc - this is the first of a number of articles on the subject. 'Datafile' covers the 30 ton Bogie Bolster E in words, pictures and drawings. Making operational semaphore signals is the latest in the 'Bodmin' series.

*** ***

'Model Railway Constructor' for April starts with a description of Whitely model railway, the detail achieved by the modellers is well worth looking at. The second in the 'Getting Gen' series looks at photography, storage of records and safety. The March article on operational semaphore signals is continued. Cliff Newels describes the models he has built of the 1897 GWR Diamond Jubilee royal Trains, including some of the techniques he used to make the models (which were for Madame Tussauds). 'Datafile' looks at Wraysbury Station.

*** ***

'Model Trains' for March. If you've only recently started into our hobby, you could do worse than read the article entitled 'The First Layout - onward from the train set'. The article takes the reader through the various stages in simple language and gives various sources of equipment and detail parts. If you are into narrow gauge, you must read the article on a model of the Talyllyn and another giving prototype information and drawings on the Lynton and Barnstaple eight-wheel bogie stock. Malcolm Stewart's article on hacking up a Hornby model to make a number of A3s in different guises should be read by any modeller of the LNER. If you're confused about narrow gauge, there's a two-page tabulation entitled 'Narrow Gauge Specifications' which should take some of the mystery out of the subject.

*** ***

'Model Railways' for April has a further article in the live steam "buyer's guide" series in which Jack Wheldon looks at O gauge models from HB Models. Iain Rice continues his motor surveys - this time the Mashima TA12 and Sagami 142 motors are covered. Had trouble with your 'superglue'? Read Will Litchfield's article and all your problems should be solved. Robin Mathams examines the Basic Principles of a control system based on British Railways practice.

*** ***

'Railway Modeller' for May has an article on constructing Cumstock Church. Bob Petch has used some simple but novel techniques and materials to make a superb model. A further article on the use of fibre optics for piping light, this time to signals, gives some indication of the applications that the material can be used on. Monty Wells takes a Hornby Class 37 body and Class 29 chassis and bogies and makes a 'Baby Deltic'. Prototype information on the massive LNER 2-8-0 + 0-8-2 Garratt.

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PHOTOGRAPHS FOR JOURNAL

by Roger Lloyd

Ted Thoday in his letter published in Journal 153 asked for guidelines on photographs for Journal - I hope this short article may be of some assistance.

Photographs submitted should be black and white, glossy, unglazed prints, although colour prints with sharp definition are acceptable. The size is not critical, as we can enlarge or reduce to suit the space available; however, I would suggest prints do not exceed 170 mm in width or depth.

We will normally try to reproduce photographs in full page width (150 mm), unless there are several shots forming part of an article and each illustrates a single point or individual object, in which case they will be reduced to column width (72 mm).

Because photographs become separated from their associated text, it would greatly assist the Journal team if captions are typed and attached to the back of the print with 'magic' tape.

It is essential that originals are of good quality because there are inevitable losses in definition in each stage of reproduction. The prints are sent to a commercial lithographer, who prepares a screened bromide, which is a positive image made up of tiny dots (you can see these dots clearly in a newspaper print), which is then cropped to the required size and pasted up to form the final artwork from which the printing plate is made.

In the printing process, the plate accepts the ink in proportion to the density of the image and transfers this ink to the blanket, which, in turn, applies the ink to the paper - so, the moral is, 'A poor print produces an even poorer result!!'.

For subject matter we prefer photographs of models and particularly need good photographs of good models to reproduce on the cover of Journal - for this purpose, the subject matter must be roughly square in proportion to suit our present layout, so I'm afraid a side-on shot of a triple-headed, 140-wagon consist would not suit!

In general, prints should have an even contrast for best results - light areas should not be 'washed out' and some definite detail should be seen even in dark or shadowed areas.

The two biggest problems when photographing a model are the shallow depth of field in close-up work and uneven lighting. The depth of field can be increased by using the smallest aperture available and increasing exposure time accordingly and a tripod may be necessary if the light is poor.

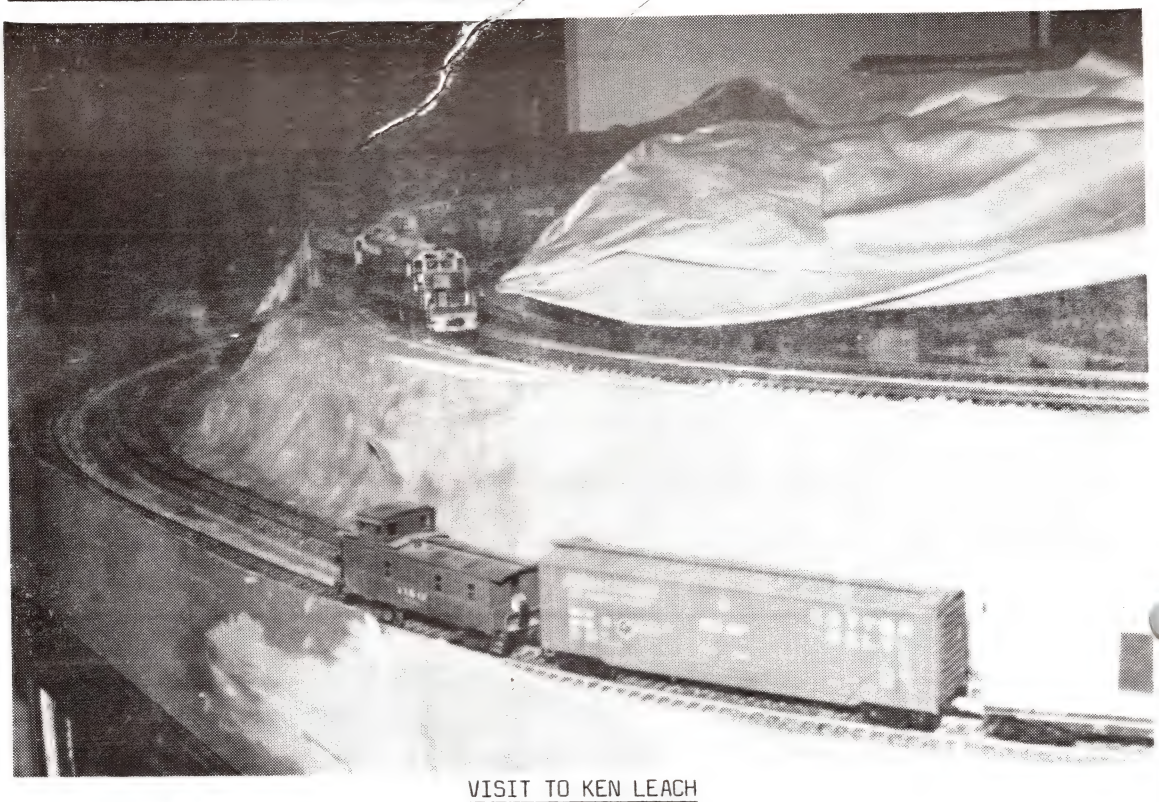
Be careful with the use of flash when shooting a scene on your layout - too often this produces a 'solar eclipse effect', the foreground in brilliant sunshine and the background black! A flashgun mounted on the camera can also throw unwanted shadows on to a back drop if the angle is low, with disastrous effects on realism. I suggest that floodlights be used to light the area to be photographed as evenly as possible, and, again, stoop down to increase the depth of field and use time exposure if necessary.

If you don't possess floodlights, try a combination of time exposure with a flash from overhead or another technique is to flash into a reflector - a projector screen makes a good reflector if you have the space to use it.

These are only a few suggestions from an amateur - may be one of our members is a skilled photographer and would care to prepare an article or a series covering effective methods of satisfactorily photographing, particularly, models.

Anyway, black and white photography is cheaper than colour, so why not try out some of these ideas and let us see the results? Who knows - your favourite model might appear on the cover of Journal!!!

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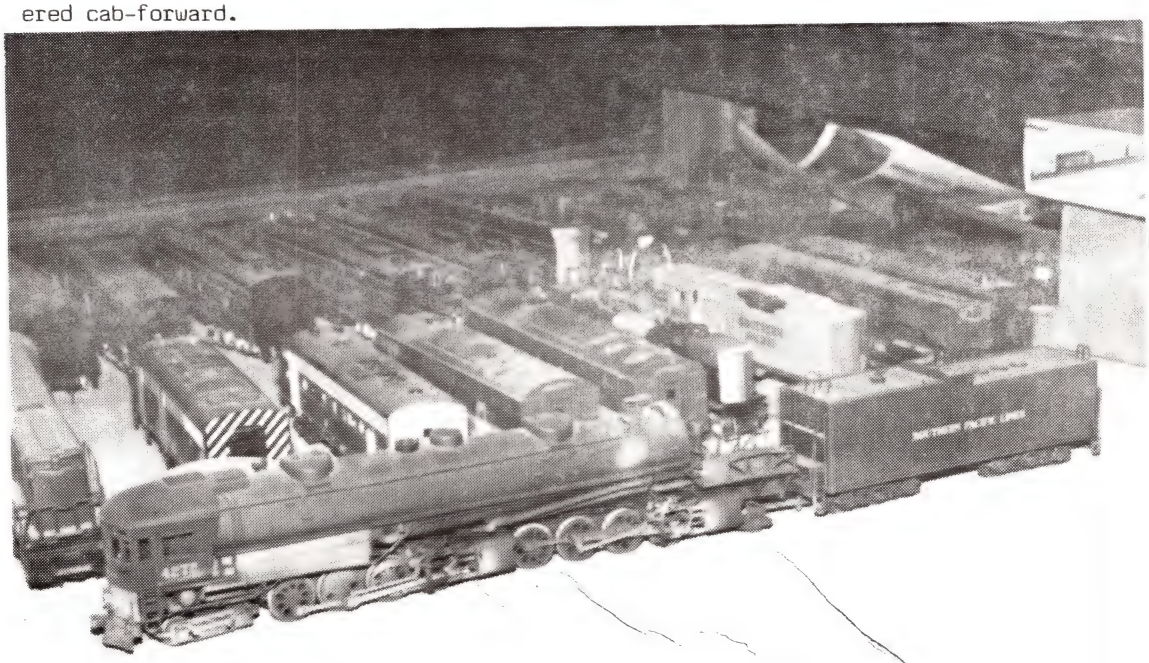


VISIT TO KEN LEACH

This is what should have appeared on page 65 of Journal No 153.

TOP - A double track spiral, a main feature of the layout - the two ends of the train shown are part of the same consist.

LOWER - Motive power on the site of the loco depot - in the foreground, a nicely weathered cab-forward.



A SIMPLE, INEXPENSIVE, BUT VERY EFFECTIVE, TRANSISTOR CONTROLLER

by ANGSTROM

INTRODUCTION

The requirements of the best model railway controllers are that they should provide smooth control through the upper speed range, with sensitivity and good slow running characteristics at the low end. All transistor controllers provide the former, but good slow running is usually accompanied by considerable complication and therefore expense. The transistor controller to be described in this article uses the bare minimum of components for the main drive, with the addition of but one diode and one resistor to provide excellent slow running characteristics.

DESCRIPTION OF CIRCUIT

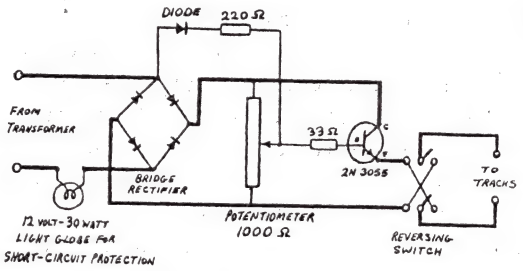
The circuit is of the well known emitter follower type using a single power transistor. A comparatively low resistance (1000 ohm) control potentiometer is essential so as to counteract the low overall power gain of just one transistor. Even so, the control potentiometer will need to be a long way up before much of the full wave current from the rectifier gets through to the output of the transistor. However, this can be an advantage when a separate half-wave pulse is fed into the circuit.

The half-wave signal is obtained by making a connection from one side of the transformer output to the output of the potentiometer via a diode and 220 ohm resistor. Thus, for the first portion of the potentiometer travel, the half-wave pulse is quickly brought up. Motors, of course, run much slower on half-wave rectification. Then further up the potentiometer travel, the full wave starts to come in and drowns out the half-wave.

CONCLUSION

The controller described is just about as simple as any commercial item on the market today. However, its characteristics, particularly with regard to low speed control are, in the opinion of this author, as good, if not better, than any other controller he has tried.

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CIRCUIT

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"NEEDLE IN A HAYSTACK"

by Alan Macaulay

Has this ever happened to you? The kids are asleep early, the wife is happily watching her favourite TV program, and you are all fired up ready to start that special model without interruptions. But, before you start, you remember an excellent article in one of the model magazines, describing how to build a model like that. Deciding it might be an excellent idea to read this article first, you set out to find it. Now, was that magazine AMRA or AMRM? Was it Model Railroader or Railroad Model Craftsman? Or could it have been one of the British magazines? Was it 1980 or 1978? November or June? Oh heck! Where is the TV guide ...?

Having subscribed to four different magazines regularly since 1977, and also bought others that contained articles of interest, I have now on my bookshelves a sizeable number of magazines. The thought of flipping through about 200 magazines to find a certain article convinced me that I needed some sort of

index system on the articles that could be of help in my own modelling.

First job was to reorganise the magazines. A trip to the local office suppliers provided me with heavy cardboard magazine boxes. These are supplied flat (you fold them into the box shape yourself), are quite cheap and are very sturdy. (You can buy plastic ones, but they were outside what I could afford.) The boxes hold 2-3 years of AMRA or AMRM at one go and will hold one year of Railroad Model Craftsman. They also hold one year of Model Railroader, but it is a tight squeeze. Buy a few extra above your needs for next year's magazines, and also for one I labelled - CURRENT PROJECTS. This gives the wife somewhere to put the train magazines she finds around the house.

Next came the index system. I listed what I thought were the major areas of modelling, and then added sub-topics under each of these. My list ended up as follows:

LAYOUT
Planning
Benchwork
Scenery
Prototype
Modular
Operating

TRACK
Laying
Points
Point-motors
Maintenance
Miscellaneous

ELECTRICAL
Throttles
Sound - steam
- diesel
- others
Detectors
Level Crossings
Control Boards
Miscellaneous

LOCOMOTIVES
Railcars
Steam - plans
- construction
Diesel - plans
- construction
Electric

ROLLING STOCK
Photos/Plans for Queensland Rail
Coach
Open/Flats
Livestock/Tanks
Covered
Bogies/Coupler

TECHNIQUES
Painting
Weathering
Castings
Photography
Etching
Miscellaneous

STRUCTURES
Bridges
Signals
Turntables
Buildings/Structures
Others

TOOLS

MISCELLANEOUS

A Foolscap Lecture Pad and a ring bind folder were acquired, and pages were then ruled up for each sub-topic. A typical page is as follows:

ELECTRICAL Page 13

Sound - steam

Mag	Year	Month	Page	Article
RMC	1977	Oct	74	Simplified Tender Steam Exhaust
MR	1981	May	86	Steam Sound (similar to PFM)
MR	1981	Aug	33	PFM Steam Sound System - full review
MR	1982	May	82	On Board Exahust
MR	1982	Sept	86	Voltage Controlled Steam Sound

Once all the pages were ruled up and headed (the most tedious, boring part), all I had to do now was to sit down with 16 boxes of magazines, flip through each and write the relevant details of any article that could be of use under the appropriate heading. (It may sound a daunting task, but it was spread over about four weeks.) Actually, I quite enjoyed re-reading all the magazines - I had forgotten how top class some of the articles were. Some magazines had no articles I considered useful for my own work, but others had up to five. Once a magazine is indexed, a large 1 is written in the top right hand corner of the front cover.

As I model Queensland Railways, any article directly related to QR is written in - in red. Also, in the steam and diesel plans sections, all plans, Australian and foreign, are listed so that some idea of wheel spacing, etc, on models of these engines can be obtained for possible kit bashing.

I have used the index many times in the six months since I compiled it, and I feel that the LARGE effort involved initially has been very worthwhile, as I can find specific articles very quickly. One added bonus is that the boxes on the shelves are so much neater and attractive to the eye than stacks of magazines with torn covers, etc. This helps keep the wife happier!

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MODELLING IN Sn3½

Sn3½ IN QUEENSLAND

The recent Model Railway Exhibition presented by the Queensland Branch was a great time for followers of Sn3½. The Branch Exhibition layout (12 and 16.5 mm tracks) was used by both QR scales, Sn3½ and HOn3½, and during the weekend, Sn3½ ran very well on the 16.5 mm tracks, even though operating to the fullest extent was an exhausting task and recruiting operators proved a difficult task. The large size of the layout, 21' x 10', however, made it possible to run some long, realistic length trains.

Ken Edge-Williams of Biloela was 'down from the bush' with a large assortment of rolling stock to supplement the collections of Steve Suggit, Steve Malone and Neil Johnman, a 'Sunlander' train was always on the tracks and proved popular with visitors, while the Beyer Garratt 1009 starred on the TV News on the first night of the show, resulting in many requests to 'see it work' at the head of various trains.

The small QR Garratt, recently seen in Journal, was also well used during the Exhibition, even though, for part of the time, only half the loco would work. This unusual occurrence was found to be due to the fact that, during pre-exhibition 'check-up', a cylinder block that persisted in falling off was secured with Araldite, but, unfortunately, the piston rod was glued in as well. However, when found, this fault was easily remedied and no permanent damage resulted.

One of the rewarding factors in 'Local' modelling is the fact that, particularly at Exhibitions, visitors easily recognise the models in use and are quick to point out various trains and locomotives they see in everyday use.

A new face on the Sn3½ scene for us, is Glen Wright, a new member from Loganlea, who has been into Sn3½ alone for many years. He delights in building detailed brass diesel locomotives with slow, flywheeled mechanisms and also models the massive QR aluminium coal wagons in styrene, fitting them with cast bogies. We look forward to sharing his expertise in this scale.

Another new face on the Sn3½ scene is Peter Sanderson of Ballina, Northern NSW, and it was surprising to see Peter has moved into Sn3½ as he has one of the largest collections of HOn3½ known to us. His first 'bash' at Sn3½ was a 'Gulflander', seen in one of the accompanying photographs, and he tells us that he will be soon modelling a branch line in QR Sn3½, old-time era.

Steve Malone

****

Sn3½ IN WESTERN AUSTRALIA

The modelling of the Australian prototype, let alone the West Australian prototype, is not common in WA. The majority of the members of the WA Branch of AMRA appear to model British prototypes, no doubt because of their background, and, of course, the availability of high quality, ready to run, proprietary equipment.

The modelling of the WA 3'6" gauge railways in Sn3½ was virtually unheard of before a group of AMRA members decided back in 1979 to give it a go. This group went on to build, and are continuing to develop, a Sn3½ layout based on York, a provincial town approximately 100 km east of Perth. This group consists of six modellers, five of whom are AMRA members and a small number of other modellers who have assisted from time to time. It is hoped that the activities and achievements of the 'York' group will be reported upon in this column in later issues.

The displaying of the partially completed 'York' layout at the 1980 AMRA Exhibition attracted a lot of attention, and inspired a number of modellers to become involved with the scale of Sn3½ and with modelling 3'6" gauge railways. In all, approximately 18-20 members were expressing varying degrees of interest in this scale, and it seemed that the modelling of WA 3'6" gauge railways was about to become firmly entrenched on the railway modelling map.

For reasons which we will not go into now, this did not eventuate, suffice to say that the York group are probably the only modellers now actively working in this scale. No doubt the lack of readily available equipment, especially locomotives, has been a major factor in this state of affairs, and while this situation does not look like changing, it is hoped that the appearance of this column might provide the information and the stimulation required to renew the intiial amount of interest shown in modelling in Sn3½.

Graham Watson

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TWO HANDY HINTS

When assembling a kit or scratch-building a structure with simulated brick facings, first go over the brick parts with white shoe cleaner. When this dries, remove the surplus and you have all the joints outlined. If you can't get it all off the flat surfaces, don't worry, just dirty it a bit with a thin flat finish which will remove the 'plastic' look and make things look more realistic.

*** ***

When building a model - plastic, timber or metal - I have found a good glue to use is Bostik Hot-Melt, used in the glue-gun. If a mistake is made, all you have to do is apply heat from, say, a soldering iron, reposition the offending part and let it cool again. Be careful when applying the heat if the parts are plastic as you may distort them. When you get used to this method, you will find it better than super-glue and five-minute Araldite.

Colin Steele

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MURPHYS LAW—

People in the various technical areas have long been familiar with "Murphy's Law of the Perversity of Nature" which is best known in its most general form, stated thus: "If anything can go wrong, it will, and if several things can go wrong, the one that does will undoubtedly be the one that causes the most trouble!'.

The fact that Murphy's Law is particularly applicable to the model railway hobby is well illustrated by the following:

1 The number of derailments will increase as the number and expertise of the visitors increases.

2 A derailment always occurs at the most inaccessible point of the layout.

3 A dropped tool will always land where it will do the most damage. This is also known as the 'Law of Selective Gravity'.

4 Brushes will wear out most rapidly on the locomotive that is most difficult to disassemble.

5 When a loco is reassembled, at least one pair of wheels will be replaced with the insulated wheel on the wrong side.

6 A small machine screw, for which you have no replacement (and the hobby shop hasn't either!), when dropped, will bounce and roll to places unknown, whereas, if you have plenty of that size, no matter how tiny the screw, it will come to rest, clearly visible, right at your feet.

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DID YOU KNOW ?

Most'Super-Glue' joints can be broken by the use of acetone, but if you use any of the new 'Network' cyano-acrylkate glue (as advertised in recent Journals), it won't work! Use ammonia instead! Better still, do it right the first time!

*** ***

The Epoxy Laminating Resin used by the Croydon (Vic) Narrow Gauge Group for simulating water mentioned by Roger Lloyd (see Victorian State News - Journal 154) is a two-part epoxy resin system with a ratio of four parts, by volume, of 'Part A' to three parts, by volume, of 'Part B'. It is supplied in a pack containing 500 grams of resin and 350 grams of catalyst at a recommended retail price of $16.80, which will make up approximately one litre of mixture.

The product is marketed by British United Formulators of East Bentleigh, Victoria, but they do not supply retail, and recommend that prospective users contact marine suppliers. For Victorian users, two sources suggested were Discount Seamart and Rockbottom Marine, both in Elizabeth Street, Melbourne.

*** ***

For simulating frosted glass for windows, try using draughting film - its made from Mylar, thin and strong, and can be obtained dull on both sides or dull on one side and shiny on the other. For fixing, try some of the thin, double-sided 'sticky tape' made by Scotch - cut it into narrow strips, fix it round the window frames first and then apply the film. Get your film from an Art supplier. Mine came from Eckersley's in Commercial Road, Prahran, Victoria.

*** ***

Don't throw away those old Bic cigarette lighters (I know you aren't supposed to smoke any more, but some of us still do!). Pull them to pieces, carefully, and you will get a long spring from under the flint, another short one, a small 'O' ring and a little brass nozzle that would fill in for a missing steam whistle or a pop valve on a loco. Save the flint wheel too - when I have time I'll tell you of a useful gadget you can use that for!

Gordon Duncan

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CHEAP PISTON—TYPE WHEEL WIPERS!

by Humphray Bryson

Reprinted from the BRMNA Journal

Wheel wipers for electrical contact have always been a problem for me. Either they don't provide reliable continuity, or they produce too much friction. (See J D Smith's article on 'Performance of Locomotive Mechanisms', Part 3 in the August issue of 'Model Railway Constructor'.) Whenever I rebuild a tender loco, I rewire it 'American fashion', i.e. loco wheels and axles pick up from one rail, tender wheels from the other. But this can't be done for tank locos.

What to do? The Airfix 0-4-2T gave me a clue. The answer is a wheel wiper in the shape of a piston, with a coil spring behind it. This gives much better alignment with the wheel than a conventional strip wiper, and better electrical contact for less drag. It's virtually invisible and never gets bent out of shape. I hear that certain specialist suppliers in the UK can sell you the same sort of thing. I decided to see if I could fabricate such wipers out of readily available materials, and here is the result.

The thing can be made, quite easily and cheaply, out of ordinary brass tubing and small brass pins. Most hobby shops sell 'telescoping tubing'. I used 3/32" o.d. for the outside fixed part, and 1/16" o.d. for the sliding part. Before cutting the inside tube to length, I pushed in a ½" brass pin. This was an interference fit. For springs, I used some of the spare bright ones that come in envelopes of Kadee couplers. The live end of each spring is insulated from the frame by a small piece of plastic electrical tape. I hope that the diagrams will make all this clear.

I installed three of the new pick-ups on a K's 94xx with CK1 etched chassis kit, which had formerly been very balky. (The pickup gear supplied in the kit is perfunctory, to say the least.) The loco now performs its shunting duties with nary an electrical hitch. Locos with solid chassis might require more work, but may be you could get away with bolting plate 'A' (fig 1) underneath the chassis with some insulating material around the bolts.

Fig. 1 BOTTOM VIEW

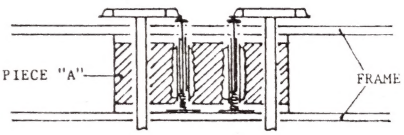
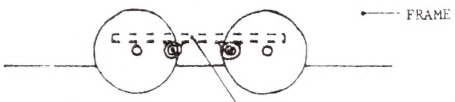
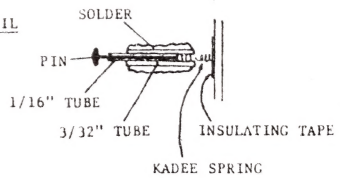


Fig. 2 SIDE VIEW



PIECE "A" - Single-sided copper laminate. Strip edges for best insulation. Solder outside tube to copper side. Glue between frames with ACC.

Fig. 3 DETAIL



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A COMMENT

WORTH CONSIDERING!

Committees of twenty deliberate plenty!
Committees of ten act now and then!
But most jobs get done
By Committees of one!

Author unknown

Quoted by Dr Brian Kleiner in the 'Australian Director'

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A Master Modeller Tells

by Rick Richardson

In countless structures and machines fabricated from steel, there are places where workmen climb, operate equipment, or just walk in routine inspection. For decades it has been usual to deck these walkways, steps and platforms with steel plate variously known as anti-skid, non-slip, checker plates and other similar descriptive terms. Varying in style from maker to maker, they all have one thing in common. A regular design of closely spaced raised protuberances in herringbone, diamond, zig zag, or dashed patterns, some with spaced circular holes or oblong slots to shed water, but all hopefully to prevent the booted human foot from slipping on wet or oily steel.

Checkerplate can be found, of course, on and near railway equipment. Steam and diesel locomotives, tank car walkways, stair treads, shunters steps and signal gantry platforms are just a few places where this ubiquitous material can be seen in use. You can make your own non-skid plates, and it looks just great. Purchase a 20 cm square of bronze or brass fine 'petrol' screenwire. This is like very fine insect screening, and the mesh you require is 40/40, which means 40 strands to each 25 mm of material - at least three times as 'fine' as ordinary 'flywire'.

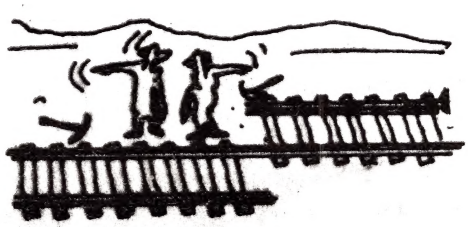
Using an old pair of scissors (not those your lady uses for dressmaking), cut a piece of mesh a little oversize for the finished dimension of your non-skid plate. Cut a similar sized panel of thin brass sheet, or, better still, open cut a fruit can and obtain a thin tinplate panel from this. Place the metal panel on a heat resisting surface, such as an asbestos mat or a piece of fibro-cement sheet. Now put the mesh on the plate, apply plenty of your favourite flux, and proceed to solder the mesh to the underlying metal sheet, using sufficient solder to fill the tiny perforations in the mesh.

Work from one end of the sheet to the other, pressing the mesh into close contact with the backing metal as you go. If the mesh tends to buckle upwards, push it down into place before proceeding. It is easier to do than describe. The end result will be a perfectly flat panel with a beautifully regular non-skid surface, just right for your busy workmen. You can now cut and file the panel to final size, bend it, drill it and glue or tack solder it into place. Final warning! Don't get too enthusiastic with subsequent soldering processes on or near your handsome checkerplate. Remember, it is only soldered together, although it doesn't look as if it is so made. Painted and weathered a steel colour, or in dull oxide red, the result is perfect for non-skid surfaces.

*** ***

You cut the thin sheet brass or nickel silver or tinplate used in fabricating your models with a piercing saw, don't you? You wouldn't, I hope, use tinsnips, would you? Good boy! But in long cuts, particularly in very thin stock, the blade keeps breaking? Here is a tip. Work on a rectangle of heavy cardboard at least 3 mm thick (your local friendly tobacconist might give you an old cigarette display ad from his backroom stock). Now when you cut into very thin sheetmetal, cut simultaneously into the cardboard backing. Works like a dream.

*** ***



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OR

Hobbycraft-Barwoods
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EAST KEW Vic 3102

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'TRAINWORLD', of 615 Hawthorn Road, East Brighton, Vic, 3187 (PO Box 100, North Brighton, Vic, 3186) advise that they now carry a comprehensive range of 'Dremel' accessories and a good selection of 'Merit' lineside accessories, as well as a variety of Australian-made kits.

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